



**Orange County
Board of Commissioners**

Agenda

Regular Meeting

October 2, 2012
7:00 p.m.
Department of Social Services
Hillsborough Commons
113 Mayo Street
Hillsborough, NC 27278

Note: Background Material
on all abstracts
available in the
Clerk's Office

Compliance with the "Americans with Disabilities Act" - Interpreter services and/or special sound equipment are available on request. Call the County Clerk's Office at (919) 245-2130. If you are disabled and need assistance with reasonable accommodations, contact the ADA Coordinator in the County Manager's Office at (919) 245-2300 or TDD# 644-3045.

1. Additions or Changes to the Agenda

PUBLIC CHARGE

The Board of Commissioners pledges to the residents of Orange County its respect. The Board asks its residents to conduct themselves in a respectful, courteous manner, both with the Board and with fellow residents. At any time should any member of the Board or any resident fail to observe this public charge, the Chair will ask the offending person to leave the meeting until that individual regains personal control. Should decorum fail to be restored, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed. All electronic devices such as cell phones, pagers, and computers should please be turned off or set to silent/vibrate.

2. Public Comments (Limited to One Hour)

(We would appreciate you signing the pad ahead of time so that you are not overlooked.)

- a. Matters not on the Printed Agenda (Limited to One Hour – THREE MINUTE LIMIT PER SPEAKER – Written comments may be submitted to the Clerk to the Board.)

Petitions/Resolutions/Proclamations and other similar requests submitted by the public will not be acted upon by the Board of Commissioners at the time presented. All such requests will be referred for Chair/Vice Chair/Manager review and for recommendations to the full Board at a later date regarding a) consideration of the request at a future regular Board meeting; or b) receipt of the request as information only. Submittal of information to the Board or receipt of information by the Board does not constitute approval, endorsement, or consent.

- b. Matters on the Printed Agenda
(These matters will be considered when the Board addresses that item on the agenda below.)

3. Petitions by Board Members (Three Minute Limit Per Commissioner)

4. Proclamations/ Resolutions/ Special Presentations

- a. Ian Finley, 2012 Piedmont Laureate – National Arts & Humanities Month



5. Consent Agenda

- Removal of Any Items from Consent Agenda
 - Approval of Remaining Consent Agenda
 - Discussion and Approval of the Items Removed from the Consent Agenda
- a. Minutes – None
 - b. Motor Vehicle Property Tax Release/Refunds
 - c. Property Tax Releases/Refunds
 - d. Applications for Property Tax Exemption/Exclusion
 - e. Comprehensive Plan and Unified Development Ordinance Amendment Outline/Schedule for UDO Text Amendments Suggested by MuniCode
 - f. Floodplain Management Planning Activities within the County
 - g. Amendment to the Orange County Personnel Ordinance Regarding the Employee Performance Evaluation Process
 - h. Return of Funds to the County's Emergency Telephone Fund (911) for Funds Transferred to Establish an Emergency Services Capital Reserve within the General Fund and Approval of Budget Amendment # 2-A
 - i. Efland Phase 2/Buckhorn Sanitary Sewer Scope Expansion Change Order Approval
 - j. Board of Commissioners Meeting Calendar for Year 2013
 - k. Change in BOCC Regular Meeting Schedule for 2012

6. Public Hearings

7. Regular Agenda

- a. Employee Health Insurance and Other Benefits for 2013
- b. Approval of the Purchase of SunGard-OSSI E911 Computer Aided Dispatch System and Budget Amendment # 2-B
- c. Draft Town of Hillsborough Future Land Use Plan
- d. Resolution to Submit Comments Regarding Alternatives for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan
- e. Transit Interlocal Implementation Agreement

8. Reports

9. County Manager's Report

10. County Attorney's Report

11. Appointments

12. Board Comments (Three Minute Limit Per Commissioner)

13. Information Items

- September 18, 2012 BOCC Meeting Follow-up Actions List

14. Closed Session



15. Adjournment

A summary of the Board's actions from this meeting will be available on the County's website the day after the meeting.

Note: Access the agenda through the County's web site, www.co.orange.nc.us

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 4-a

SUBJECT: Ian Finley, 2012 Piedmont Laureate – National Arts & Humanities Month

DEPARTMENT: Orange County Arts
Commission

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):
Press Release

INFORMATION CONTACT:
Martha Shannon, 968-2011

PURPOSE: To introduce and hear a brief selection from dramatist Ian Finley, the 2012 Piedmont Laureate, during National Arts & Humanities Month (October).

BACKGROUND: The 2012 Piedmont Laureate Program is co-sponsored by the Orange County Arts Commission, the City of Raleigh Arts Commission, the Durham Arts Council, United Arts of Raleigh and Wake County and the Alamance County Arts Council. In its fourth year, the primary goal of this program is to promote awareness and heighten appreciation for excellence in the literary arts throughout the Piedmont region. The Arts Commission participates so that Orange County writers can apply and Orange County sites can host the Piedmont Laureate free of charge. The Piedmont Laureate is contracted for 25 events (readings or workshops at public sites) and at least 5 media appearances throughout the four-county area in calendar year 2012.

The application process was open to all writers residing in Orange, Durham, Wake or Alamance counties who met the guideline criteria. For 2012, applications were accepted from dramatists/screenwriters only. In addition to the program sponsors, the selection panel included Allison Bergman (Assistant Director, University Theatre, NCSU), Howard Craft (Durham playwright and poet), Mark Perry (Dramatic Art Department lecturer at UNC-Chapel Hill), and Catherine Rodgers (Theatre Director, Meredith College). Several finalists were chosen and interviewed. Raleigh resident Ian Finley was selected as the 2012 Piedmont Laureate.

Mr. Finley is including interviews from the Piedmont Food and Agricultural Processing Center in the research for a play entitled UP FROM THE GROUND, showcasing area food resources.

FINANCIAL IMPACT: Orange County's portion (\$1,350) of the 2012 Piedmont Laureate's stipend and website (www.piedmontlaureate.com) expenses came from 2011-12 state Grassroots funds.

RECOMMENDATION(S): The Manager recommends that the Board hear a brief selection from Ian Finley, the 2012 Piedmont Laureate.



DRAMATIST IAN FINLEY SELECTED AS 2012 PIEDMONT LAUREATE

Raleigh dramatist Ian Finley has been selected as the region's 2012 Piedmont Laureate. Mr. Finley will be introduced as the region's new laureate at the State of Arts and Culture in Wake County meeting on Thursday, January 12, 2012 at the North Carolina Museum of Art's East Building auditorium. The meeting, sponsored by the United Arts Council of Raleigh & Wake County, begins at 8 a.m. and is free and open to the public.

The Piedmont Laureate program is dedicated to building a literary bridge for residents to come together and celebrate the art of writing. Co-sponsored by the City of Raleigh Arts Commission, Alamance County Arts Council, Durham Arts Council, Orange County Arts Commission and United Arts Council of Raleigh & Wake County, the program's mission is to "promote awareness and heighten appreciation for excellence in the literary arts throughout the Piedmont region." The program focuses on a different literary form each year (poetry in 2009, novels in 2010, creative non-fiction in 2011 and dramatist/screenwriter in 2012).

"Ian Finley loves the theatre. That love radiates outward and is contagious," says Burning Coal Theatre Artistic Director Jerome Davis. "It's how he manages to win the hearts of all his students and it's why his writing registers with his readers as genuine. He is an integral part of our theatre, and his energy and passion are equally important parts of my life as an artist and as a citizen."

For being named the Piedmont Laureate, Mr. Finley will receive an honorarium of \$6,500 and serve for one year. His duties will include presenting public readings and workshops, participating at select public functions and creating at least one original activity to expand appreciation of the work of dramatists in literature. A schedule of the Laureate's 2012 activities will be posted in January on the sponsoring agency websites and on the Piedmont Laureate website at www.piedmontlaureate.com.

Mr. Finley studied theatre at the University of Utah and received an MFA in Dramatic Writing from the Tisch School of the Arts at New York University. His work during that time focused on drama as a means of dialogue. Most notable was *The Nature of the Nautilus*, commissioned for a group of deaf actors to perform in sign language, which dealt with the controversy of cochlear implants (surgically implanted devices that provide a sense of sound to the deaf and hard of hearing). Following productions at the University of Utah and the Kennedy Center American College Theater gathering in Hayward, California, *The Nature of the Nautilus* was awarded the 2002 Jean Kennedy Smith Award for a play dealing with themes of disability.

Mr. Finley moved to Raleigh seven years ago, after graduate school. Working primarily with Burning Coal Theatre Company, he has brought more than 70 different stories from the area's history to life on stage through collaborations with Historic Oakwood Cemetery, the Mordecai House, Raleigh City museum, the Town of Cary and other North Carolina organizations, focusing on his realization that relevant, effective drama is necessarily connected to place. His historical plays, combining multiple stories within a tapestry structure and often performed in actual locations relevant to the narrative, are a unique addition to the area's cultural life.

"As a teacher, I have encountered diverse attitudes towards great literature: that it is a luxury to enjoy, a chore to endure, or an obstacle to fear," says Mr. Finley. "It is none of these. Instead, it is a fundamental tool. It is the crowbar we use to escape the prison of the self and understand others. It is the hammer that builds up communities and the bridges between them. It is the light that gives us direction and hope. Literature is not for "someone else." It can, and must, empower all of us, no matter our background or current position. This is the belief that motivates me, and which I hope to promote as Piedmont Laureate."

Currently, Mr. Finley is Director of Education for Burning Coal, heading its WillPower residency programs, its Summer Theatre Conservatories, and many other programs.

Applications for the Piedmont Laureate position were received from a four-county area. A selection committee, comprised of Allison Bergman (assistant director, University Theatre, NCSU), Howard Craft (Durham playwright and poet), Mark Perry (Dramatic Art Department lecturer at UNC-Chapel Hill) and Catherine Rodgers (theatre director, Meredith College) as well as sponsoring agency representatives, reviewed all the applications and made recommendations.

For more information about the Piedmont Laureate program, visit www.piedmontlaureate.com; contact Belva Parker, arts program coordinator of the City of Raleigh Arts Commission, at belva.parker@raleighnc.gov or 996-3610; or call any of the other sponsor agencies of the program.

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No. 5-b**

SUBJECT: Motor Vehicle Property Tax Release/Refunds

DEPARTMENT: Tax Administration

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Resolution
Release/Refund Data Spreadsheet
Reason for Adjustment Summary

INFORMATION CONTACT:

Dwane Brinson, Tax Administrator,
919-245-2109

PURPOSE: To consider adoption of a release/refund resolution related to 35 requests for motor vehicle property tax releases or refunds.

BACKGROUND: North Carolina General Statute (NCGS) 105-381(a)(1) allows a taxpayer to assert a valid defense to the enforcement of the collection of a tax assessed upon his/her property under three sets of circumstances:

- (a) "a tax imposed through clerical error", for example when there is an actual error in mathematical calculation;
- (b) "an illegal tax", such as when the vehicle should have been billed in another county, an incorrect name was used, or an incorrect rate code (the wrong combination of applicable county, municipal, fire district, etc. tax rates) was used;
- (c) "a tax levied for an illegal purpose", which would involve charging a tax which was later deemed to be impermissible under state law.

NCGS 105-381(b), "Action of Governing Body" provides that "Upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the taxing unit shall within 90 days after receipt of such a request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct liability or notify the taxpayer in writing that no release or refund will be made".

For classified motor vehicles, NCGS 105-330.2(b) allows for a full or partial refund when a tax has been paid and a pending appeal for valuation reduction due to excessive mileage, vehicle damage, etc. is decided in the owner's favor.

FINANCIAL IMPACT: Approval of these release/refund requests will result in a net reduction of \$3,209.63 to Orange County, the towns, and school and fire districts. Financial impact year to date for FY 2012-2013 is \$18,460.87.

RECOMMENDATION(S): The Manager recommends that the Board:

- Accept the report reflecting the 35 motor vehicle property tax release/refunds requested in accordance with the NCGS; and
- Approve of the attached refund resolution.

NORTH CAROLINA

RES-2012-084

ORANGE COUNTY

REFUND/RELEASE RESOLUTION (Approval)

Whereas, North Carolina General Statutes 105-381 and/or 330.2(b) allows for the refund and/or release of taxes when the Board of County Commissioners determines that a taxpayer applying for the release/refund has a valid defense to the tax imposed; and

Whereas, the properties listed in each of the attached "Request for Property Tax Refund/Release" has been taxed and the tax has not been collected: and

Whereas, as to each of the properties listed in the Request for Property Tax Refund/Release, the taxpayer has timely applied in writing for a refund or release of the tax imposed and has presented a valid defense to the tax imposed as indicated on the Request for Property Tax Refund/Release.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY THAT the recommended property tax refund(s) and release(s) are approved.

Upon motion duly made and seconded, the foregoing resolution was passed by the following votes:

Ayes: Commissioners _____

Noes: _____

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing has been carefully copied from the recorded minutes of the Board of Commissioners for said County at a regular meeting of said Board held on _____, said record having been made in the Minute Book of the minutes of said Board, and is a true copy of so much of said proceedings of said Board as relates in any way to the passage of the resolution described in said proceedings.

WITNESS my hand and the corporate seal of said County, this _____ day of _____, 2012.

Clerk to the Board of Commissioners

Clerical error 105-381(a)(1)a.(Incorrect rate)
 Illegal tax 105-381(a)(1)b.
 Appraisal appeal 105-330.2(b)

BOCC REGISTERED MOTOR VEHICLE REPORT OCTOBER 2, 2012

NAME	ABSTRACT NUMBER	BILLING YEAR	ORIGINAL VALUE	ADJUSTED VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Aiken, Jerry Lee	1004639	2012	35,220	0	(316.49)	Change county to Durham (Illegal tax)
Beetle, Kathleen	662125	2011	1,380	0	(55.22)	Change county to Wake (Illegal tax)
Browne, John	1002901	2012	8,970	7,470	(16.88)	Damage/Condition (Appraisal appeal)
Cashman, Rodelma	1003680	2012	5,640	3,835	(19.79)	High mileage (Appraisal appeal)
Chianese, Catherine	654599	2012	12,950	10,101	(25.60)	High mileage (Appraisal appeal)
Collins, Jeremy	1008729	2012	7,600	5,282	(21.28)	Damage/Condition (Appraisal appeal)
Deshaies, David	961264	2011	10,680		(108.09)	Incorrect rate code (Clerical error)
Earl, Lionel F. Jr.	970361	2012	4,390	2,195	(33.81)	Military leave & earning statement home of record TX (Illegal tax)
Edmundson, Johna	655382	2012	3,740	2,805	(8.40)	Holds a salvaged title (Apraisal appeal)
Elms, Sherri Marie	663870	2012	13,600	10,064	(52.26)	High mileage (Appraisal appeal)
Fesel, Kelly	664039	2012	6,140	0	(124.58)	Military leave & earning statement home of record PA (Illegal tax)
Glenn, Rachel	972776	2012	1,710		(36.92)	Incorrect rate code (Clerical error)
Glenn, Rachel	972993	2012	460		(31.86)	Incorrect rate code (Clerical error)
Greeson, John Rankin III	656088	2012	16,134	15,285	(7.76)	High mileage (Appraisal appeal)
Hall, Michael Earl	972853	2012	21,100	500	(188.31)	Antique plate (Appraisal appeal)
Hall, Shannon	656201	2012	5,730	3,438	(20.73)	High mileage (Appraisal appeal)
Hernandez, Juan	1001712	2012	8,070	4,117	(58.42)	High mileage and damage (Appraisal appeal)
Jones, Felicia	656973	2012	13,833	0	(214.45)	Change county to Iredell (Illegal tax)
Jones, Felicia	656980	2012	12,120	0	(189.13)	Change county to Iredell (Illegal tax)
Kruse, John	1004511	2012	21,310	19,179	(35.86)	High mileage (Appraisal appeal)
Luca, Anthony John	657673	2012	4,230	3,807	(6.92)	High mileage (Appraisal appeal)
Mcnaull, Faye Webster	1007370	2012	6,550	0	(130.90)	Change county to Durham (Illegal tax)
Newton, Adrian	658483	2012	17,448	16,614	(12.84)	High mileage (Appraisal appeal)
Piedmont Electric Membership	999584	2012	21,220	0	(205.12)	Property exempt (Illegal tax)
Pleasant Green United Methodist Church	1004470	2012	21,910	0	(201.11)	Property exempt (Illegal tax)
Pothole Plus Specialist	1009347	2012	2,004	0	(18.00)	Change county to Durham (Illegal tax)
Prestige Premier Group	659072	2012	20,545	0	(346.48)	Change county to Durham (Illegal tax)
Riggins, Jo	975181	2012	12,330		(80.70)	Incorrect rate code (Clerical error)
Russell, Melissa	1003420	2012	18,340	15,039	(50.86)	High mileage (Appraisal appeal)
Schoendorf, Janet	970845	2012	22,830	20,090	(42.21)	High mileage (Appraisal appeal)
Sykes, Clyde David	969140	2012	2,295	1,148	(10.31)	Damage/Condition (Appraisal appeal)
Tyndall, Leigh	1009226	2012	16,010	0	(175.54)	Change county to Chatham (Illegal tax)
Vanname, Christopher	660909	2012	30,550	25,662	(75.30)	High mileage (Appraisal appeal)
Woods, Rebecca	1003380	2012	30,350	0	(272.72)	Change county to Durham (Illegal tax)
Yarborough, Daniel	661560	2012	8,650	7,650	(14.78)	Damage/Condition (Appraisal appeal)
				Total	(3,209.63)	

Military Leave and Earning Statement: Is a copy of a serviceman's payroll stub covering a particular pay period. This does list his home of record, which is his permanent state of residence where he would pay any state income taxes.

Vehicle Titles

Salvaged and Salvage Rebuilt: Any repairs that exceed 75% of the vehicle's market value using NADA, Kelly Blue Book and various other publications. When the insurance company has totaled the vehicle, and the customer has received the claim check, four things can happen:

- Insurance company can keep the vehicle.
- Customer can keep the vehicle. The customer is instructed to contact the local DMV inspector to have an initial inspection done, for vehicles 2001 to 2006 (these dates change yearly, example in 2007 the models will be 2002-2007).
- Affidavit of Rebuilder- The inspector lists each part that needs to be repaired.
- Final inspection- if all work is cleared and approved by the inspector then the rebuilt status is then removed (salvaged status remains).

Note: Finance companies will not finance a salvaged vehicle.

Total Loss: Repairs were more than the market value of the vehicle and the insurance company is unwilling to pay for the repairs.

Total Loss/Rebuilt: Whatever the repairs were to make the vehicle road worthy after a Total Loss status has been given. Vehicle must be 5 years old or older. Vehicle status then remains as salvaged or rebuilt.

Certificate of Reconstruction: When work has been done on (vehicles 2001-2006 in year 2006) this is issued when the inspector didn't see the original damaged and the vehicle has been repaired.

Certificate of Destruction: NC DMV will not register this type of vehicle. It is not fit for North Carolina roads.

Custom Built: When the customer has built this vehicle himself or herself. Ex. parts taken from various vehicles to build one vehicle. Three titles are required from the DMV in this case. 1) Frame 2) Transmission 3) Engine. Then an indemnity bond must be issued. An indemnity bond must also be issued when the vehicle does not have a title at all.

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-c

SUBJECT: Property Tax Releases/Refunds

DEPARTMENT: Tax Administration

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Resolution
Spreadsheet

INFORMATION CONTACT:

Dwane Brinson, Tax Administrator,
(919) 245-2109

PURPOSE: To consider adoption of a release/refund resolution related to sixty-four (64) requests for property tax release and/or refund.

BACKGROUND: The Tax Administration Office is presenting sixty-four (64) requests for release or refund of property taxes. Of the sixty-four, twenty-one (21) are errors that the Tax Administration Office found which require releases due to errors inadvertently made during the 2012 annual billing process and total \$149,181.95. When the tax base and revenue estimates were computed for the FY 2012 – 2013 budget, they were generated from the real estate system. All properties were coded and assessed correctly in that system. However, when Tax Administration performed an interface to bridge the real estate system to the billing and collections system, some coding was miscommunicated resulting in several properties receiving unnecessary tax bills. Tax Administration plans to issue corrected bills as needed to abate taxpayer confusion.

The remaining forty-three (43) releases/refunds are based on requests from taxpayers for release or refund of property taxes. North Carolina General Statute 105-381(b), "Action of Governing Body" provides that "upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the Taxing Unit shall within 90 days after receipt of such a request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct liability or notify the taxpayer in writing that no release or refund will be made". North Carolina law allows the Board to approve property tax refunds for the current and four previous fiscal years.

FINANCIAL IMPACT: Approval of this change will result in a net reduction in revenue of \$260,745.01 to the County, municipalities, and special districts. As the budget was based on data that was generated from the real estate system, \$149,181.95 of this request has minimal impact on budgeted revenues. Regarding the additional \$111,563.06, the Tax Assessor recognized that any refunds could impact the budget and accounted for these in the annual budget projections.

RECOMMENDATION(S): The Manager recommends the Board approve the attached resolution approving these property tax release/refund requests in accordance with North Carolina General Statute 105-381.

NORTH CAROLINA

RES-2012-085

ORANGE COUNTY

REFUND/RELEASE RESOLUTION (Approval)

Whereas, North Carolina General Statutes 105-381 and/or 330.2(b) allows for the refund and/or release of taxes when the Board of County Commissioners determines that a taxpayer applying for the release/refund has a valid defense to the tax imposed; and

Whereas, the properties listed in each of the attached "Request for Property Tax Refund/Release" has been taxed and the tax has not been collected: and

Whereas, as to each of the properties listed in the Request for Property Tax Refund/Release, the taxpayer has timely applied in writing for a refund or release of the tax imposed and has presented a valid defense to the tax imposed as indicated on the Request for Property Tax Refund/Release.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY THAT the recommended property tax refund(s) and release(s) are approved.

Upon motion duly made and seconded, the foregoing resolution was passed by the following votes:

Ayes: Commissioners _____

Noes: _____

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing has been carefully copied from the recorded minutes of the Board of Commissioners for said County at a regular meeting of said Board held on _____, said record having been made in the Minute Book of the minutes of said Board, and is a true copy of so much of said proceedings of said Board as relates in any way to the passage of the resolution described in said proceedings.

WITNESS my hand and the corporate seal of said County, this _____ day of _____, 2012.

Clerk to the Board of Commissioners

Releases/refund both clerical errors illegal tax - GS 105-381

**BOCC REPORT- REAL/ PERSONAL
OCTOBER 2, 2012**

NAME	ABSTRACT NUMBER	BILLING YEAR	ORIGINAL VALUE	ADJUSTED VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Advanced Authoring, LLC	979942	2012	21,011	3,031	(276.95)	Over assessed (Clerical error)
American Bank	317720	2012	118,142	0	(1,295.31)	Property listed in error (Illegal tax)
Armin Abron	968652	2012	105,365	0	(1,623.04)	Assessed in error (Clerical error)
Brown, Carol L. Trustee	988423	2012	1,017,800	714,149	(2,787.21)	Billed in error,present use value property (Clerical error)
Carolina Friends School	100526	2012	757,000	0	(7,138.50)	Exempt items - system error (Clerical error)
Carolina Friends School	1005525	2012	531,400	0	(4,972.72)	Exempt items - system error (Clerical error)
Chapel Hill Sportswear	968636	2011	15,685	0	(295.88)	Double billed (Illegal tax)
Church of God	50759	2012	235,691	0	(229.45)	Exempt items - system error (Clerical error)
Church of God of Prophecy	101063	2012	110,665	0	(1,106.59)	Exempt items - system error (Clerical error)
Community Alternatives for Supportive Abodes	264682	2012	1,158,510	0	(20,342.91)	Exempt items - system error (Clerical error)
Community Alternatives for Supportive Abodes	952351	2012	73,926	0	(1,218.15)	Exempt items - system error (Clerical error)
Community Alternatives for Supportive Abodes	952352	2012	73,926	0	(1,218.15)	Exempt items - system error (Clerical error)
Crowe, Jason	301685	2012	380,338	379,198	(10.43)	Motor Boat information was not correct (Illegal tax)
Dickerson Chapel	50780	2012	280,835	0	(4,356.24)	Exempt items - system error (Clerical error)
Duke Univ. AFF Physicians, Inc. DBA Hillsborough Family Practice	209585	2012	190,743	188,790	(30.03)	Over assessed (Clerical error)
Elmos Diner, Inc.	175344	2012	134,643	0	(2,202.50)	Assessed in error (Clerical error)
Fidelity National Capital Inc.	222835	2012	361,164	903	(5,549.48)	Over assessed (Clerical error)
First Citizens Leasing Department	140562	2012	141,011	139,579	(22.04)	Over assessed (Clerical error)
Forrest, Stephen	290421	2012	10,068	5,290	(43.22)	Over assessed (Clerical error)
Galleria of North Carolina, LLC	214784	2012	3,497,000	3,473,985	(354.52)	Billed in error, improvements listed as business personal property (Clerical error)
Habitat for Humanity Orange County, N.C. Inc.	293335	2012	222,282	0	(2,619.94)	Exempt items - system error (Clerical error)
Habitat for Humanity Orange County, N.C. Inc.	311672	2012	151,011	0	(1,461.04)	Exempt items - system error (Clerical error)
Habitat for Humanity Orange County, N.C. Inc.	296285	2012	41,212	0	(431.12)	Exempt items - system error (Clerical error)
Hadler, Carol S.	218922	2012	1,506	0	(23.20)	Property listed in error (Illegal tax)
Hester, Ronnie C	169457	2012	232,200	228,100	(36.84)	System error- value reverted to previous amount (Clerical error)
Holmes, Edward S. Jr.	249013	2010	1,744,507	1,277,800	(7,189.15)	PTC appeal settled with taxpayer (Illegal tax)
Holmes, Edward S. Jr.	249013	2011	1,744,507	1,277,800	(7,189.15)	PTC appeal settled with taxpayer (Illegal tax)
Holmes, Edward S. Jr.	249013	2012	1,744,507	1,277,800	(7,189.15)	PTC appeal settled with taxpayer (Illegal tax)
K.P.S. Financial Inc. DBA Sushi Yoshi Restaurant	299572	2011	22,999	0	(379.97)	Assessed in error (Clerical error)
KKN Properties, LLC.	279067	2011	1,294,800	1,279,164	(240.86)	System error- value reverted to previous amount (Clerical error)
Kumar Inc. DBA India Palace	250775	2011	18,323	0	(316.67)	Assessed in error (Clerical error)
Loftis, Frances P.	140906	2012	104,391	52,195	(567.17)	System error (Illegal tax)
Marlin Leasing	317793	2012	882	0	(9.67)	Assessed in error (Clerical error)
Media General Operations Inc. DBA W.N.C.N.	297372	2012	31,637	30,648	(16.18)	Over assessed (Clerical error)
NC United Methodist Camp & Retreat Ministries Inc.	280006	2012	1,302,048	0	(11,835.32)	Exempt items - system error (Clerical error)
NC United Methodist Camp & Retreat Ministries Inc.	280005	2012	1,000,050	0	(9,046.45)	Exempt items - system error (Clerical error)
NC United Methodist Camp & Retreat Ministries Inc.	280004	2012	238,251	0	(2,155.21)	Exempt items - system error (Clerical error)
Norris, Jacob	142450	2012	123,795	123,795	(106.22)	Late list penalty added incorrectly due to system error (Illegal tax)
North State Specialty Hauling	180243	2012	33,547	31,097	(22.48)	Property listed in error (Clerical error)
Road Runner Holdco LLC	318078	2012	2,695,559	1,624,057	(16,505.42)	Over assessed (Clerical error)
Road Runner Holdco LLC	318081	2012	1,592,332	535,913	(16,285.94)	Over assessed (Clerical error)
Shafer, Kim	263448	2008	6,370	0	(100.36)	Mobile home sold 2007 (Illegal Tax)
Shafer, Kim	263448	2009	5,940	0	(75.05)	Mobile home sold 2007 (Illegal Tax)
Shafer, Kim	263448	2010	5,560	0	(59.95)	Mobile home sold 2007 (Illegal Tax)
Shafer, Kim	263448	2011	5,282	0	(57.03)	Mobile home sold 2007 (Illegal Tax)
Shafer, Kim	263448	2012	5,160	0	(51.60)	Mobile home sold 2007 (Illegal Tax)
Solar Consultants Inc.	968923	2012	902	0	(10.15)	Assessed in error (Clerical error)
State of North Carolina	260801	2012	257,108	0	(2,385.97)	Exempt items - system error (Clerical error)
State of North Carolina	987594	2012	182,095	0	(1,671.45)	Exempt items - system error (Clerical error)
T.C.F. Equipment Finance Inc.	317711	2012	368,398	7,336	(5,553.14)	Incorrect situs address (Clerical error)
Tadge, Stephen D.	212800	2011	431,800	431,121	(6.10)	System error- value reverted to previous amount (Clerical error)
Time Warner Entertainment Advance	184596	2012	211,490	182,892	(467.80)	Over assessed (Clerical error)
Time Warner Entertainment Advance	184669	2012	4,143,193	3,083,429	(16,324.61)	Over assessed (Clerical error)
Time Warner Entertainment Advance	236415	2012	3,651,876	3,131,637	(4,755.50)	Over assessed (Clerical error)

August 28, 2012 thru September 12, 2012

Releases/refund both clerical errors illegal tax - GS 105-381

**BOCC REPORT- REAL/ PERSONAL
OCTOBER 2, 2012**

NAME	ABSTRACT NUMBER	BILLING YEAR	ORIGINAL VALUE	ADJUSTED VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Time Warner Entertainment Advance	45379	2012	3,018,489	2,523,340	(4,526.16)	Over assessed (Clerical error)
Time Warner Entertainment Advance	47523	2012	892,082	803,132	(1,455.04)	Over assessed (Clerical error)
Time Warner Entertainment Advance	47524	2012	3,430,973	3,031,827	(4,533.89)	Over assessed (Clerical error)
Time Warner Entertainment Advance	10056	2012	5,414,694	5,193,882	(3,396.08)	Over assessed (Clerical error)
T-Mobile South LLC	317989	2011	11,196	0	(202.61)	Property disposed of 12/31/10 (Illegal tax)
Tommy and Paula Carson F.N.A. University Supply Inc.	35366	2012	5,817	0	(89.61)	No property at situs address (Clerical error)
University of North Carolina Hospital	988774	2012	4,950,700	0	(76,141.77)	Exempt items - system error (Clerical error)
Whitfield, Adam Preston	301236	2012	1,020	0	(9.17)	Boat listed incorrectly (Clerical error)
Whitfield, Adam Preston	301236	2012	1,774	1,500	(2.26)	Over assessed (Clerical error)
Woodlore Contractors Inc.	318034	2011	15,671	0	(169.24)	Assessed in error (Clerical error)
				Total	(260,745.01)	

August 28, 2012 thru September 12, 2012

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

Action Agenda

Item No. 5-d

SUBJECT: Applications for Property Tax Exemption/Exclusion

DEPARTMENT: Tax Administration

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Exempt Status Resolution
Spreadsheet
Requests for Exemption/Exclusion

INFORMATION CONTACT:

Dwane Brinson, Tax Administrator,
(919) 245-2735

PURPOSE: To consider five (5) untimely applications for exemption/exclusion from ad valorem taxation for the 2012 tax year.

BACKGROUND: North Carolina General Statutes (NCGS) require applications for exemption to be filed during the normal listing period, which is during the month of January. Exclusion for Elderly/Disabled, Circuit Breaker and Disabled American Veterans should be filed by June 1st of the tax year being applied. NCGS 105-282.1(a)(5) does allow some discretion. Upon a showing of good cause by the applicant for failure to make a timely application, an application for exemption or exclusion filed after the close of the listing period may be approved by the Department of Revenue, the board of equalization and review, the board of county commissioners, or the governing body of a municipality, as appropriate. An untimely application for exemption or exclusion approved under this subdivision applies only to property taxes levied by the county or municipality in the calendar year in which the untimely application is filed.

All of the applicants are applying for homestead exclusion based on NCGS 105-277.1, which allows exclusion of the greater of twenty-five thousand dollars (\$25,000) or fifty percent (50%) of the appraised value of the residence.

Based on the information supplied in the applications and the above referenced General Statutes, the applicants can be approved for 2012. The opinion of the Tax Administrator is the information provided to date satisfies the good cause requirement of NCGS 105-282.1(a)(5) and these properties should be approved for exclusion.

FINANCIAL IMPACT: The reduction in the County's tax base associated with approval of these exemption applications will result in a reduction of FY 2012/2013 taxes due to the County, municipalities, and special districts in the amount of \$3,833.52.

RECOMMENDATION(S): The Manager recommends the Board approve the attached resolution for the above listed applications for FY 2012/2013 exemption.

NORTH CAROLINA

RES-2012-086

ORANGE COUNTY

EXEMPTION/EXCLUSION RESOLUTION

Whereas, North Carolina General Statutes 105-282.1 empowers the Board of County Commissioners to approve applications for exemption after the close of the listing period, and

Whereas, good cause has been shown as evidenced by the information packet provided, and

Whereas, the Tax Administrator has determined that the applicants could have been approved for 2012 had applications been timely.

NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COUNTY

COMMISSIONERS OF ORANGE COUNTY THAT the properties applying for exemption for 2012 are so approved as exempt.

Upon motion duly made and seconded, the foregoing resolution was passed by the following votes:

Ayes: Commissioners _____

Noes: _____

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing has been carefully copied from the recorded minutes of the Board of Commissioners for said County at a regular meeting of said Board held on _____ said record having been made in the Minute Book of the minutes of said Board, and is a true copy of so much of said proceedings of said Board as relates in any way to the passage of the resolution described in said proceedings.

WITNESS my hand and the corporate seal of said County, this ____ day of _____, 2012.

Clerk to the Board of Commissioners

Late exemption/exclusion- GS 105-282.1 (a1)

BOCC REPORT REAL/PERSONAL OCTOBER 2, 2012

NAME	ABSTRACT NUMBER	BILL YEAR	ORIGINAL VALUE	TAXABLE VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Beatty, Faye	10028	2012	77,711	38,855	(597.59)	Late HE application
Chen, Diana Bah	293827	2012	191,946	95,973	(1,526.55)	Late HE application
Dunman, Helen	3430	2012	95,818	47,909	(331.91)	Late HE application
Hester, Elsie	288954	2012	97,467	48,734	(454.00)	Late HE application
Southerland, Audrey	175479	2012	202,707	101,354	(923.47)	Late HE application
				Total	(3,833.52)	

August 27, 2012 thru September 12, 2012



Request for Tax Relief Late Application Filing

Date: _____

To Whom It May Concern:

I Faye Wright Beatty _____, am applying for a late
(PRINT NAME)

Homestead Exemption for the year 2012 on parcel number
(PIN) # 9864684223

The reason for my late request is:

- I was not aware that this exemption was available to me.
- I just found out about the Property Tax Relief Program.
- Other

Thank you,

Faye Beatty
(Signature)

How did you find out about this exemption?

From friend



FILED

AUG 10 2012

ORANGE COUNTY
TAX ADMINISTRATION

**Request for Tax Relief
Late Application Filing**

Date: Aug 10th / 2012

To Whom It May Concern:

I DIANA Bah Chen, am applying for a late
(PRINT NAME)

Homestead Exemption for the year 2012 on parcel number

(PIN) # _____.

The reason for my late request is:

I was not aware that this exemption was available to me.

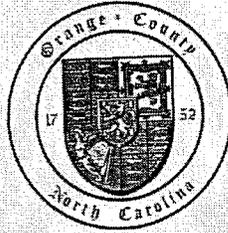
I just found out about the Property Tax Relief Program.

Other

Thank you,

Diana Bah Chen
(Signature)

How did you find out about this exemption?



Request for Tax Relief Late Application Filing

Date: 07-21-12

To Whom It May Concern:

I Helen Dunman, am applying for a late
(PRINT NAME)

Homestead Exemption for the year 2012 on parcel number
(PIN) # 9855354655.

The reason for my late request is:

I was not aware that this exemption was available to me.

I just found out about the Property Tax Relief Program.

Other unaware of the deadline; was advised by the tax office to still apply

Thank you,

Helen Dunman
(Signature)

How did you find out about this exemption?

Other elderly people had informed me of this program.



FILED
AUG 27 2012
ORANGE CO TAX OFFICE

Request for Tax Relief Late Application Filing

Date: 8/27/12

To Whom It May Concern:

I Elsie T. Hester, am applying for a late
(PRINT NAME)

Homestead Exemption for the year 2011 on parcel number
(PIN) # _____.

The reason for my late request is:

I was not aware that this exemption was available to me.

I just found out about the Property Tax Relief Program.

Other

Thank you,

Elsie T. Hester
(Signature)

How did you find out about this exemption?

A friend told my son about it, so he talk to your office



**Request for Tax Relief
Late Application Filing**

FILED
SEP 05 2012
ORANGE COUNTY
TAX ADMINISTRATION

Date: 9/3/12

To Whom It May Concern:

I Audrey Southerland, am applying for a late
(PRINT NAME)

Homestead Exemption for the year 2012 on parcel number
(PIN) # 9874880980.

The reason for my late request is:

I was not aware that this exemption was available to me.

I just found out about the Property Tax Relief Program.

Other

Thank you,

Audrey Southerland
(Signature)

How did you find out about this exemption?

My Neighbor - Richard Roche

Thanks!!

**ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: October 2, 2012**

**Action Agenda
Item No. 5-e**

SUBJECT: Comprehensive Plan and Unified Development Ordinance Amendment Outline/Schedule for UDO Text Amendments Suggested by MuniCode

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Comprehensive Plan and Unified Development Ordinance Amendment Outline Form (UDO/Zoning-2012-15)

INFORMATION CONTACT:

Perdita Holtz, Planning Systems Coordinator, 245-2578
Craig Benedict, Director, 245-2592

PURPOSE: To consider and approve the process components and schedule for minor “housekeeping” amendments to the Unified Development Ordinance (UDO) text, currently scheduled for the November 19, 2012 Quarterly Public Hearing.

BACKGROUND: As part of the codification process, MuniCode, a corporation retained by Orange County to codify the County’s ordinances, has completed a legal review of the UDO. As a result, MuniCode has suggested a number of corrections/updates to State statute/rule references. The changes are not substantive, but the text amendments must go through the normal amendment process since the UDO does not allow for manifest errors to be corrected without a formal amendment.

FINANCIAL IMPACT: Please refer to Section C.3 of Attachment.

RECOMMENDATION(S): The Manager recommends the Board approve the attached Amendment Outline form and direct staff to proceed accordingly.

COMPREHENSIVE PLAN/ FUTURE LAND USE MAP AND UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENT OUTLINE

UDO / Zoning-2012-15

Amendment(s) incorporating changes suggested by MuniCode

A. AMENDMENT TYPE

Map Amendments

- Land Use Element Map:
From: ---
To: ---
- Zoning Map:
From: - --
To: ---
- Other:

Text Amendments

- Comprehensive Plan Text:

Section(s):

- UDO Text:

- UDO General Text Changes
 UDO Development Standards
 UDO Development Approval Processes

Section(s): Numerous sections in Articles 1, 2, 4, 5, 6, 9, and 10 to incorporate State Statute/Rule reference changes suggested by MuniCode.

- Other:

B. RATIONALE

1. Purpose/Mission

In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* of the UDO, the Planning Director has initiated text amendments to incorporate changes to references to State Statutes/Rules. The changes have been suggested by MuniCode, a corporation

retained by Orange County to codify the County's ordinances, and are a result of MuniCode's legal review of the County's UDO. The legal review was completed in order to prepare the ordinance for codification. The changes are not substantive but the text amendment must go through the normal amendment process since the County's UDO does not allow for manifest errors to be corrected without a formal amendment.

2. **Analysis**

As required under Section 2.8.5 of the Unified Development Ordinance, the Planning Director is required to: 'cause an analysis to be made of the application and, based upon that analysis, prepare a recommendation for consideration by the Planning Board and the Board of County Commissioners'.

The required analysis will be part of the quarterly public hearing materials.

3. **Comprehensive Plan Linkage (i.e. Principles, Goals and Objectives)**

No direct linkage to the Principles, Goals, and Objectives of the Comprehensive Plan. This amendment is proposed in order to engage in "good housekeeping" by correcting reference errors in the Ordinance.

4. **New Statutes and Rules**

Some of the proposed corrections are attributable to changes made over the years in the numbering system used by the State.

C. PROCESS

1. **TIMEFRAME/MILESTONES/DEADLINES**

- a. BOCC Authorization to Proceed

October 2, 2012

- b. Quarterly Public Hearing

November 19, 2012

- c. BOCC Updates/Checkpoints

October 16, 2012 – Approval of legal ad

January 2013 – receive Planning Board recommendation

- d. Other

2. **PUBLIC INVOLVEMENT PROGRAM**

Mission/Scope: Public Hearing process consistent with NC State Statutes and

Orange County ordinance requirements

a. Planning Board Review:

December 5, 2012 (recommendation)

b. Advisory Boards:

N/A

c. Local Government Review:

N/A

d. Notice Requirements

Legal advertisement will be published on November 7 and 14, 2012.

e. Outreach:

General Public:

Small Area Plan Workgroup:

Other:

3. FISCAL IMPACT

Consideration and approval will not create the need for additional funding for the provision of County services. Costs for the required legal advertisement will be paid from FY2012-13 Departmental funds budgeted for this purpose. Existing Planning staff included in the Departmental staffing budget will accomplish the work required to process this amendment.

D. AMENDMENT IMPLICATIONS

No implications. The proposed amendments are solely a 'housekeeping' item resulting from MuniCode's legal review of the ordinance.

E. SPECIFIC AMENDMENT LANGUAGE

The complete list of amendments will be available as part of the quarterly public hearing materials.

Primary Staff Contact:

Perdita Holtz

Planning Department

(919) 245-2578

pholtz@orangecountync.gov

**ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: October 2, 2012**

**Action Agenda
Item No. 5-f**

SUBJECT: Floodplain Management Planning Activities within the County

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENTS:

1. Community Rating System Re-certification Form – Community Data
2. Community Rating System Re-certification Form – Community Activities

INFORMATION CONTACT:

Michael Harvey, Planner III, 245-2597
Craig Benedict, Director, 245-2585

PURPOSE: To receive information on the completion of an annual report to the Community Rating Service (CRS) regarding the County's Floodplain Management Program.

BACKGROUND: As part of ongoing floodplain management efforts, Orange County is a participant in the CRS program. This program provides potential savings to local residents on flood insurance premiums through the County's adherence to certain programmatic requirements and guidelines.

As of this date the County has a CRS rating of 8, allowing for a 10% reduction in the typical floodplain insurance premiums for local residents.

As part of participation within this program, the County is required to, on an annual basis, complete various documents demonstrating compliance with those program 'activities' the County has voluntarily selected to engage in as part of floodplain management efforts. These activities include:

- i. The maintenance of databases on properties within the floodplain,
- ii. Restricting development within identified flood prone areas,
- iii. Public outreach and education,
- iv. The maintenance of elevation certificates for flood prone property, and
- v. Requiring the incorporation of flood hazard mitigation techniques when building structures.

Staff has completed the 2012 annual re-certification package, which can be found at: http://www.orangecountync.gov/planning/floodplain_information.asp

As part of this item staff is asking that:

1. The BOCC acknowledge:
 - a. The receipt of this update, and

- b. The document has been submitted to the CRS for processing as required.
2. The BOCC inform the general public that the recertification report, as well as other valuable floodplain management and hazard mitigation planning documents, are available for review on the Orange County website at:
 - a. CRS Annual Recertification submittal:
http://www.orangecountync.gov/planning/floodplain_information.asp
 - b. Flood regulations contained within the adopted Unified Development Ordinance: <http://www.orangecountync.gov/planning/Ordinances.asp>.
 - c. Floodplain Management and Hazard Mitigation Plan:
<http://www.orangeorangenc.gov/planning/hazardmitigation.asp>.

FINANCIAL IMPACT: Planning staff has determined that continued floodplain management efforts, including participation within the CRS program, will not create additional workload demands for staff or require the allocation of additional funds for the Department.

RECOMMENDATION(S): The Manager recommends the Board receive this information, acknowledge the recertification package has been submitted to CRS for processing, and inform the general public the recertification package as well as other pertinent floodplain mitigation documents are available for review.

COMMUNITY RATING SYSTEM ANNUAL RECERTIFICATION**Section 1 - Community Data:**

If there are any changes or corrections to the information in this section, please line out the old item and write in the correction.

Community: Orange County State: NC NFIP Number: 370342

Recertification Date: 10/01/2012

Chief Executive Officer:

Name: Mr. Frank Clifton Title: County Manager

Address: P.O. Box 8181, Hillsborough, NC 27278

CRS Coordinator:

Name: Mr. Glenn Bowles Title: Planner II

Address: 131 West Margaret Lane, Hillsborough, NC 27278

Coordinator's Phone: (919) 245-2577 Fax:

e-mail address : gbowles@co.orange.nc.us

We are maintaining, to the best of my knowledge and belief, in force all flood insurance policies that have been required of us as a condition of federal financial assistance for insurable buildings owned by us and located in the Special Flood Hazard Area shown on our Flood Insurance Rate Map.

Section 2 – Certification:

I hereby certify that this community is continuing to implement the activities noted below as credited under the Community Rating System and described in our original application and subsequent modifications.

Signed: _____
Mr. Frank Clifton, County Manager

Date: _____

COMMUNITY RATING SYSTEM ANNUAL RECERTIFICATION**Section 3 - Community Activities:**

Your community has been verified as currently receiving CRS credit for the following activities. If your community is still implementing the listed activities, the CRS Coordinator should confirm by placing his/her initials in the blank. Some activities require documentation to be returned with the Annual Recertification form. (The numbers to the left of each statement refer to activity numbers as outlined in the *CRS Coordinator's Manual*)

- 310: We are maintaining Elevation Certificates on all new and substantially improved buildings in our Special Flood Hazard Area.
- 310: We have issued 0 (insert number) permits for new construction and substantial improvements in the Special Flood Hazard Area in the last year.
- N/A 310: Attached are 5 Elevation Certificates for new or substantially improved structures that have been completed in the last year.
- 320: We are providing Flood Insurance Rate Map information upon request and information on the flood insurance purchase requirement. This service is publicized to local lenders, real estate agents and insurance agents annually and we maintain a log, letters or other records of this service.
- 330: **Attached** is a copy of this year's annual outreach project to the community and to residents in the SFHA.
- 330: Our additional outreach project(s) continues on an annual basis.
- 340: People looking to purchase floodprone property are being advised of the flood hazard through our credited hazard disclosure measures.
- 350: Our public library continues to maintain flood protection materials.
- 350: We continue to provide current floodplain information on our community website.
- 410: The State of North Carolina continues to be a Cooperating Technical Partner with FEMA.
- 420: We continue to preserve our open space in the floodplain.
- 430: We continue to enforce the floodplain management provisions of our zoning, subdivision and building code ordinances. [____ Initial here if you have amended your floodplain regulations. **Attach** a copy of the amendment.]
- 440: We continue to update our mapping data base and utilize it for regulatory purposes.
- 450: We continue to enforce regulations for soil and erosion control.

COMMUNITY RATING SYSTEM ANNUAL RECERTIFICATION

- 502: We currently have 0 repetitive loss properties and send our notice to _____ properties in the repetitive loss areas.
- 503: **Attached is a copy of this year's outreach project which discusses property protection, flood insurance and sources of financial assistance for property protection to all residents in our repetitive loss area(s).**
- 510: **Attached** is a copy of the required annual progress report for our adopted Floodplain Management Hazard Mitigation Plan.
- 520: We continue to maintain as open space the lots where buildings were acquired or relocated out of the floodplain.
- 540: We continue to enforce regulations to prohibit dumping in the drainage system.

CB12-00562	R	Y	BI_COMBO	1029	A	05/08/2012	ISSUED	1010	MOUNTAIN CREEK RD	OCPL	ID	05/02/2012
CB12-00662	R	Y	BI_COMBO	1034	A	05/23/2012	CoFo	8220	MORROW MILL RD	OCPL	ID	05/23/2012
CB12-00750	R	Y	BI_COMBO	1045	A	06/11/2012	CoFo	3219	FORRESTER BEND RD	OCPL	ID	06/11/2012
CB12-00803	R	Y	BI_COMBO	1039	A	06/19/2012	ISSUED	5424	VALINDA DR	OCPL	ID	06/19/2012
CB12-00835	R	Y	BI_COMBO	1034	A	06/26/2012	CoFo	6507	HARMONY CHURCH RD	OCPL	ID	06/26/2012
CB12-00837	R	Y	BI_COMBO	1045	A	06/26/2012	ISSUED	7814	HAWTHORNE DR	OCPL	ID	06/26/2012
CB12-00844	R	Y	BI_COMBO	1039	A	06/27/2012	ISSUED	5006	PINEY CREEK LN	OCPL	ID	06/27/2012
CB12-00867	R	Y	BI_COMBO	1029	A	07/05/2012	ISSUED	4394	HOLLOW OAKS DR	OCPL	ID	07/03/2012
CB12-00869	R	Y	BI_COMBO	1030	A	07/06/2012	ISSUED	2400	HOLLIS WAY	OCPL	ID	07/03/2012
CB12-00902	R	Y	BI_COMBO	1039	A	07/11/2012	ISSUED	1800	WILDCAT CREEK RD	OCPL	ID	07/11/2012
CB12-00975	R	Y	BI_COMBO	1039	A	07/26/2012	ISSUED	1401	CATES HICKORY HILL LN	OCPL	ID	07/26/2012
CB12-01001	R	Y	BI_COMBO	1039	A	08/01/2012	CoFo	6010	UNION GROVE CHURCH RD	OCPL	ID	08/01/2012
CB12-01073	R	Y	BI_COMBO	1032	A	08/15/2012	ISSUED	2011	DIMMOCKS MILL RD	OCPL	ID	08/14/2012
CB12-01094	R	Y	BI_COMBO	1033	A	08/21/2012	ISSUED	3819	HUNT RD	OCPL	ID	08/21/2012
CB12-01099	R	Y	BI_COMBO	1034	A	08/22/2012	CoFo	2326	MILLIKAN RD	OCPL	ID	08/22/2012
CB12-01128	R	Y	BI_COMBO	1029	A	08/30/2012	PENDING				ID	08/30/2012

Total Rows: 62

Sub Type Code (# of Elevation Determinations Performed)

- 1006 = Commercial (2)
- 1012 = Efficiency Unit (1)
- 1029 = Residential One Family Dwelling (6)
- 1030 = Residential Accessory Structure (2)
- 1031 = Residential Addition (9)
- 1032 = Residential Alteration (3)
- 1033 = Residential Removal (1)
- 1034 = Residential Electrical (9)
- 1035 = Residential Repair (1)
- 1039 = Residential Mechanical (24)
- 1042 = Single Wide Replacement Manufactured Home (1)
- 1045 = Residential Plumbing (4)

62 total elevation determinations were conducted for properties with some level of floodplain involvement. No permit was issued for an improvement in the floodplain.

Elevation Determinations October 1, 2011 to September 12, 2012

08:44 09/12/2012

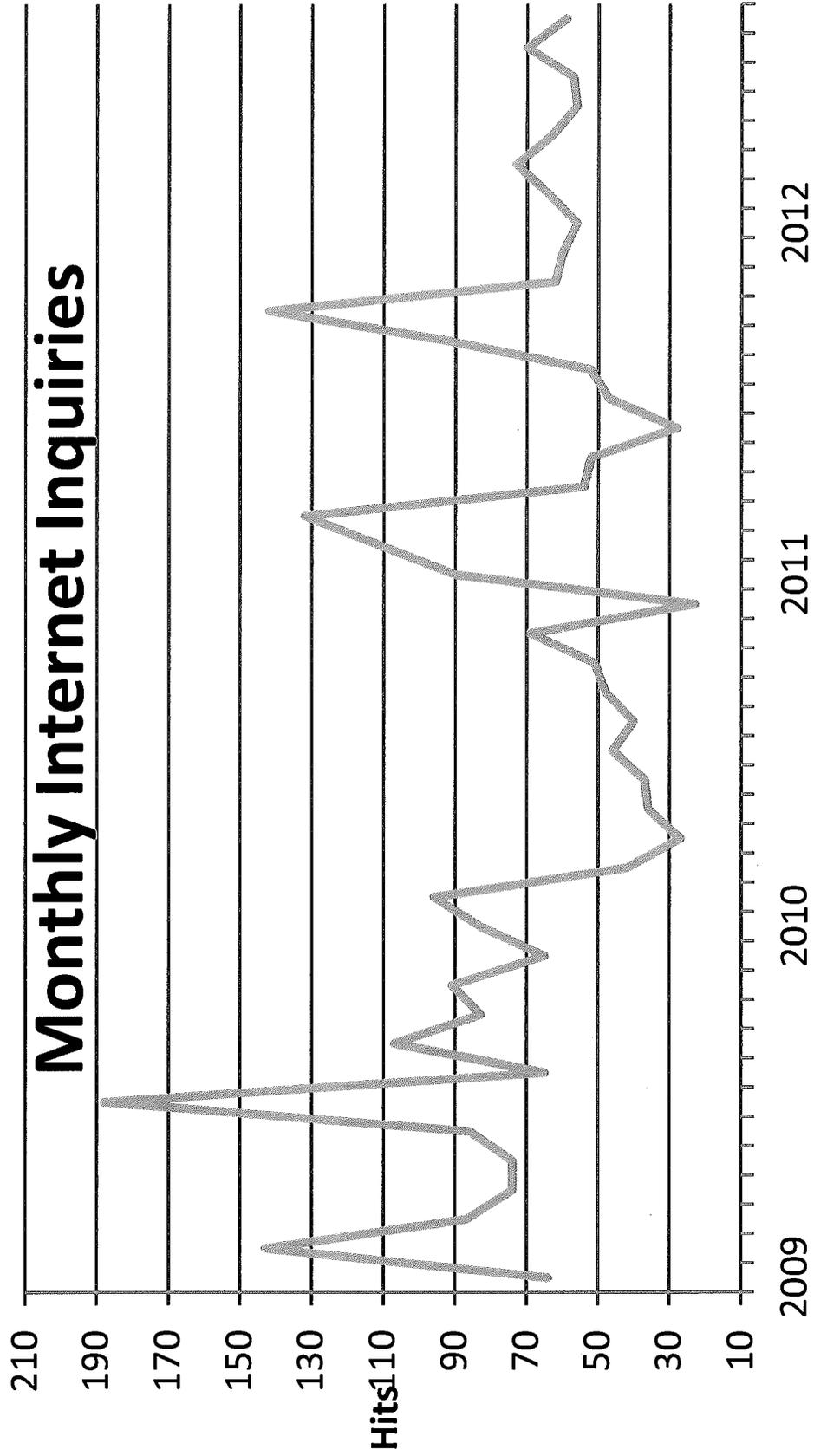
Number	R/O	Apr	Type	Sub Type	Lev	Date	Status	Location	Type_Cat	Entered Date
CB11-01228	R	Y	BI_COMBO	1039	A	10/05/2011	CofO	1010 LAKEVIEW DR OCPL	ID	10/05/2011
CB11-01293	R	Y	BI_COMBO	1045	A	10/14/2011	CofO	5601 BRISBANE DR OCPL	ID	10/14/2011
CB11-01312	R	Y	BI_COMBO	1031	A	10/18/2011	PENDING	2405 LONDON LN OCPL	ID	10/18/2011
CB11-01327	R	Y	BI_COMBO	1039	A	10/20/2011	CofO	1800 WILDCAT CREEK RD OCPL	ID	10/20/2011
CB11-01340	R	Y	BI_COMBO	1006	A	10/24/2011	CofO	4304 NC 54 W OCPL	ID	10/24/2011
CB11-01386	R	Y	BI_COMBO	1035	A	11/04/2011	CofO	1919 DOE RUN RD OCPL	ID	11/01/2011
CB11-01404	R	Y	BI_COMBO	1034	A	11/07/2011	CofO	605 BOWDEN RD OCPL	ID	11/07/2011
CB11-01407	R	Y	BI_COMBO	1039	A	11/07/2011	CofO	1604 MT CARMEL CHURCH RD OCPL	ID	11/07/2011
CB11-01477	R	Y	BI_COMBO	1039	A	11/18/2011	CofO	4304 ARROWHEAD TRL OCPL	ID	11/18/2011
CB11-01511	R	Y	BI_COMBO	1034	A	12/01/2011	CofO	318 CRAWFORD RD OCPL	ID	12/01/2011
CB11-01529	R	Y	BI_COMBO	1045	A	12/06/2011	CofO	801 CREEKSTONE DR OCPL	ID	12/06/2011
CB11-01531	R	Y	BI_COMBO	1039	A	12/07/2011	ISSUED	5500 NC 86 S OCPL	ID	12/07/2011
CB11-01540	R	Y	BI_COMBO	1039	A	12/08/2011	CofO	4420 OAK GROVE CHURCH RD OCPL	ID	12/08/2011
CB11-01550	R	Y	BI_COMBO	1031	A	12/09/2011	CofO	9529 HESTER RD OCPL	ID	12/09/2011
CB11-01555	R	Y	BI_COMBO	1032	A	12/12/2011	CofO	1834 BUSHY COOK RD OCPL	ID	12/12/2011
CB11-01575	R	Y	BI_COMBO	1039	A	12/15/2011	CofO	5619 COMMUNITY DR OCPL	ID	12/15/2011
CB11-01576	R	Y	BI_COMBO	1039	A	12/15/2011	CofO	7810 HAWTHORNE DR OCPL	ID	12/15/2011
CB11-01617	R	Y	BI_COMBO	1029	A	12/30/2011	EXPIRED	5621 COMMUNITY DR OCPL	ID	12/29/2011
CB11-01619	R	Y	BI_COMBO	1031	A	12/30/2011	ISSUED	6414 MIMOSA DR OCPL	ID	12/30/2011
CB11-01621	R	Y	BI_COMBO	1039	A	12/30/2011	CofO	2005 JONES FERRY RD OCPL	ID	12/30/2011
CB12-00009	R	Y	BI_COMBO	1039	A	01/04/2012	CofO	2308 JONQUIL TRL OCPL	ID	01/04/2012
CB12-00065	R	Y	BI_COMBO	1039	A	01/17/2012	CofO	5611 MT SINAI RD OCPL	ID	01/17/2012
CB12-00088	R	Y	BI_COMBO	1034	A	01/19/2012	CofO	5705 CASCADE DR OCPL	ID	01/19/2012
CB12-00103	R	Y	BI_COMBO	1039	A	01/20/2012	CofO	5409 BOBCAT RD OCPL	ID	01/20/2012
CB12-00108	R	Y	BI_COMBO	1031	A	01/23/2012	CofO	1834 BUSHY COOK RD OCPL	ID	01/20/2012
CB12-00126	R	Y	BI_COMBO	1039	A	01/26/2012	CofO	901 PHILS CREEK RD OCPL	ID	01/26/2012
CB12-00136	R	Y	BI_COMBO	1031	A	01/30/2012	CofO	5728 CHAMBERS CT OCPL	ID	01/27/2012
CB12-00148	R	Y	BI_COMBO	1006	A	01/31/2012	CofO	5214 HOMER RUFFIN RD OCPL	ID	01/31/2012
CB12-00154	R	Y	BI_COMBO	1031	A	02/01/2012	ISSUED	4618 HUNT RD OCPL	ID	02/01/2012
CB12-00158	R	Y	BI_COMBO	1039	A	02/01/2012	CLOSED	5409 BOBCAT RD OCPL	ID	02/01/2012
CB12-00211	R	Y	BI_COMBO	1039	A	02/13/2012	CofO	718 OCTOBER WOODS RD OCPL	ID	02/13/2012
CB12-00257	R	Y	BI_COMBO	1034	A	02/21/2012	CofO	5302 OAK GROVE CHURCH RD OCPL	ID	02/21/2012
CB12-00244	R	Y	BI_COMBO	1039	A	02/23/2012	CofO	108 CRYSTAL SPRINGS CT OCPL	ID	02/17/2012
CB12-00362	R	Y	BI_COMBO	1031	A	03/19/2012	ISSUED	3121 RIPPY LN OCPL	ID	03/19/2012
CB12-00381	R	Y	BI_COMBO	1034	A	03/22/2012	CofO	4703 TIMBERWOOD TRL OCPL	ID	03/22/2012
CB12-00402	R	Y	BI_COMBO	1012	A	03/26/2012	ISSUED	2602 SCHLEY RD OCPL	ID	03/26/2012
CB12-00421	R	Y	BI_COMBO	1029	A	03/29/2012	ISSUED	706 LAWRENCE RD OCPL	ID	03/29/2012
CB12-00451	R	Y	BI_COMBO	1039	A	04/09/2012	ISSUED	6030 LAWS FARM RD OCPL	ID	04/09/2012
CB12-00470	R	Y	BI_COMBO	1032	A	04/12/2012	ISSUED	5839 KIGER RD OCPL	ID	04/12/2012
CB12-00473	R	Y	BI_COMBO	1042	A	04/13/2012	CofO	4230 CARR STORE RD OCPL	ID	04/13/2012
CB12-00507	R	Y	BI_COMBO	1031	A	04/19/2012	ISSUED	7121 NEW LIGHT TRL OCPL	ID	04/19/2012
CB12-00510	R	Y	BI_COMBO	1029	A	04/23/2012	ISSUED	921 SHOREFRONT LN OCPL	ID	04/20/2012
CB12-00539	R	Y	BI_COMBO	1039	A	04/30/2012	CofO	809 OLD GREENSBORO RD OCPL	ID	04/30/2012
CB12-00545	R	Y	BI_COMBO	1031	A	05/01/2012	ISSUED	4619 BROCK DR OCPL	ID	04/30/2012
CB12-00546	R	Y	BI_COMBO	1030	A	05/01/2012	CofO	4613 BROCK DR OCPL	ID	04/30/2012
CB12-00564	R	Y	BI_COMBO	1039	A	05/03/2012	CofO	8317 MORROW MILL RD OCPL	ID	05/03/2012

Telephone and Walk-in Log from Floodplain Inquiries

19-Oct 12:00 X general inquiry AE yes gave him a flood map of the lot
 31-Oct 10:38 email HUD certification X na emailed letter

Year	Date	Time	Phone Call	Walk In	Subject	Address	FIRM Zone	Insurance Reminder	Result letter/email
2012	23-Jan	9:32	email		HUD certification	221 North Graham Street	X	na	emailed letter
	24-Jan	1:00	x		Hillsborough inquiry	Jack Jordan -- realtor	X	yes	emailed flood map
	25-Jan	2:30			General Inquiry	PIN 9749661530 -- Kalsher	AE	yes	emailed flood map
	14-Feb	4:32	email		HUD certification	610 Harper Road	X	na	emailed letter
	17-Feb	1:00	x		question to NCEM	Milton Carpenter			Orange-Alamance Co. line
	17-Feb	2:00		x	The Trails Subdivision	Francine	AE	yes	answered her question
	20-Feb	1:30	x		General Inquiry	Jack Jordan - PIN 9852558416	AE	yes	emailed flood map
	23-Feb	4:00	x		General Inquiry	Michelle Myers PIN 9881187348	AE	yes	answered her question
	02-Mar	4:30	x		state re-mapping program	Richard Kinney	AE	yes	Status of program -- no new maps
	19-Mar	4:10	x		Orange Alamance line	9728068128	AE	yes	emailed flood map
	29-Mar	4:15	x		Floodplain insurance	907 Emory	AE	yes	answered her question
	12-Apr	3:00	x		Orange Alamance line	Elizabeth Hilborn	AE	yes	emailed flood map
	21-May	12:30	x		Lodges at CH crossing	Damascus Church @ S. Price	AE	na	discussed design of bridge
	22-May	2:00	x		Orange Alamance line	9728163122	AE	yes	emailed flood map
	05-Jun	10:30	x		Haw River Canoe Access	Old Greensboro Road @ Haw River	AE	na	discussed permit requirements
	06-Jun	10:11	email		solutions to flood problem	503 Brandywine	AE	yes	email response
	11-Jun	10:30	x		1717 Riverside E.C.	1717 Riverside Drive	AE	yes	mailed copy of E.C.
	02-Jul	10:20	x		where is the floodplain?	601 Kensington Drive	AE	yes	
	18-Jul	9:00	x		response to letter	Kim Millar	AE	yes	emailed map
	19-Jul	10:00	x		follow up	Kim Millar	AE	yes	She will follow up with insurance
	24-Jul	1:30	x		where is the floodplain?	314 Glendale	AE	yes	directed them to Town of Chapel Hill
	24-Jul	4:15	x		Is property in floodplain?	Bob Kepner	X	yes	emailed map
	27-Jul	4:00			Is property in floodplain?	Kim Bennett	X	yes	emailed map
	08-Aug	3:40	x		Hillsborough inquiry	Tom King	AE	na	discussed floodplain issue
	13-Aug	3:45	email		HUD certification	202 Lexes Trail	X	na	emailed letter
	28-Aug	3:30	X		elevation certificate	106 Woodmark	AE	yes	referred to Chapel Hill

Monthly Internet Inquiries



ORANGE COUNTY PLANNING & INSPECTIONS DEPARTMENT**Craig N. Benedict, AICP, Director**

Current Planning
(919) 245-2575
(919) 644-3002 (FAX)
orangecountync.gov



131 West Margaret Lane
P O Box 8181
Hillsborough,
North Carolina, 27278

July 8, 2012

To Flood Insurance Policy Holders in Orange County:

As part of our ongoing floodplain management efforts, Orange County is a participant in the Community Rating System (CRS) program. CRS is a voluntary incentive program that is part of the National Flood Insurance Program (NFIP). The program recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements and can provide potential savings to county residents on their flood insurance premiums.

As you may already be aware, on December 13, 2011 the NFIP, on the behalf of FEMA, awarded Orange County a CRS score of eight (8). As a result, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community actions meeting the three goals of the CRS to:

1. Reduce flood losses,
2. Facilitate accurate insurance rating, and
3. Promote the awareness of flood insurance.

Effective October 1, 2011 all existing flood insurance premiums for structures located within a floodplain are subject to a ten (10) percent discount. Any new flood insurance premiums written for existing structures within the floodplain are also subject to the ten (10) percent discount.

You may want to discuss this matter with your private homeowner's insurance agent. If we can be of further assistance on this matter, please do not hesitate to contact me by telephone at 919 245 2577 or by email at gbowles@orangecountync.gov.

Very truly yours,


Glenn Bowles, AICP

Certified Floodplain Manager

ORANGE COUNTY PLANNING & INSPECTIONS DEPARTMENT

Craig N. Benedict, AICP, Director

Current Planning
(919) 245-2575
(919) 644-3002 (FAX)
orangecountync.gov



131 West Margaret Lane
P O Box 8181
Hillsborough,
North Carolina, 27278

July 10, 2012

To whom it may concern:

As you may already be aware, Orange County has been a member of the National Flood Insurance Program (NFIP) since 1976. Our original Flood Insurance Rate Maps (FIRM) became effective on March 16, 1981. The latest FIRM became effective on February 2, 2007.

In accordance with our responsibilities as a member of the National Flood Insurance Program, Orange County has adopted its own Flood Damage Prevention Ordinance. The Ordinance has undergone several refinements since first adopted in March 1981.

In April 2009, the flood damage prevention ordinance was transferred into the Zoning Ordinance and the FIRMs establish the basis for the Special Flood Hazard Area Zoning Overlay Districts that are now in effect. In April 2011, these same standards were incorporated into the new Unified Development Ordinance.

This letter is being sent as a courtesy to remind you of the service the Planning Department provides, upon request, to provide electronic versions of the official FIRM for any parcel or group of parcels within Orange County. Data available includes the following items:

1. Base Flood Elevations,
2. 500-year floodplain maps,
3. Archived 1981 FIRMs,
4. Cross section elevations at selected locations,
5. Parcel lines,
6. Zoning and watershed overlay designation,
7. Five and ten foot topographic contour lines,
8. Location of any structure,
9. Any FIRM adjustment approved through the LOMA or LOMR process, and
10. Elevation Certificates for certain parcels.

If you are in need of such data, please feel free to contact me by telephone at 919 245 2577 or by email at gbowles@co.orange.nc.us.

Sincerely,

Glenn Bowles, AICP
 Certified Floodplain Manager

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-g

SUBJECT: Amendment to the Orange County Personnel Ordinance Regarding the Employee Performance Evaluation Process

DEPARTMENT: Human Resources

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

- A. Proposed Revision to Article VII, §§ 28-82 through 28-84
- B. Proposed Administrative Rules and Regulations

INFORMATION CONTACT:

Nicole Clark, Human Resources
Director, (919) 245-2552
Annette Moore, Staff Attorney, (919)
245-2317

PURPOSE: To consider an amendment to the Orange Code of Ordinances Chapter 28 Personnel, Article VII, §§ 28-82 through 28-84 as provided in Attachment A, which would remove the operational aspects of the Employee Performance Evaluation Process from the Personnel Ordinance and to the Administrative Rules and Regulations promulgated by the County Manager and to allow an employee's performance evaluation date to remain the anniversary of the original date of appointment or the most recent promotion date.

BACKGROUND: In January 2008, the Board of County Commissioners adopted an Ordinance authorizing the County Manager to adopt Administrative Rules and Regulations to carry out the operational aspects of the Personnel Ordinance. This authority was granted to ensure that operational aspects of the Ordinance were maintained consistent with best practices and changes to the law. Although the Board has made some changes to the Personnel Ordinance to move operational issues out of the Ordinance, some operational items still remain within the Ordinance.

The substantive portion of Chapter 28, Article VII of the Orange Code of Ordinances contains the Employee Performance Evaluation Process adopted in 1977. Since its adoption, not only have laws affecting the rights and responsibilities of both employees and employers changed significantly, but also best practices have changed. This section provides a procedure for employee performance evaluations.

The positions of twenty-three Permanent employees were reclassified to a higher salary grade effective July 1, 2012, either by action of the Board with approval of the FY 2012-13 Annual Operating Budget or by action of the County Manager with approval of the results of the FY 2011-12 Annual Classification Study. Due to the reclassification to a higher salary grade, the Work Planning & Performance (WPPR) review dates for these twenty-three employees were updated to July 1, 2013. In accordance with the Ordinance as written, these employees will not have an annual performance evaluation completed during FY 2012-13 and would

subsequently be ineligible to receive the Board-approved employee performance award of \$500 or \$1,000.

Article VII provides, "Each employee should be evaluated on the employee's anniversary date of their original appointment or date of last promotion." Furthermore, the Ordinance defines a "promotion" as "the reassignment of an employee to a position or classification having a higher salary range than the position from which the reassignment is made." Best practices would allow employees to have annual performance evaluations in accordance with the anniversary date of their original appointment, or the date of their last promotion. Staff believes that these procedures, or operational issues, are best contained in the Administrative Rules and Regulations.

All of the procedures contained within the current Ordinance would be moved to the Administrative Rules and Regulations (see Attachment B) with a change that would allow the above mentioned employees to be evaluated in accordance with their original appointment date or the date of their last promotion, if applicable. With Board approval, the employees would be eligible to receive the employee performance award based upon the performance rating assigned for the evaluation period. Employees who have completed a WPPR cycle will maintain their existing review date.

FINANCIAL IMPACT: Funds have been budgeted in FY 2012-13 to potentially provide an employee performance award of \$500 or \$1,000 to the twenty-three employees whose positions were reclassified effective July 1, 2012.

RECOMMENDATION(S): The Manager recommends the Board approve the amendment to Article VII, §§ 28-82 through 28-84 and authorize the County Manager to make eligible for FY 2012-13 employee performance awards those employees who were promoted through reclassifications effective July 1, 2012.

Orange County Personnel Ordinance**Effective Date: October 3, 2012**

1. Amend Orange County Code of Ordinances, Chapter 28, Personnel, Article VII Employee Performance Evaluation Program as follows:**Article VII. – EMPLOYEE PERFORMANCE EVALUATION PROGRAM****Sec. 28-82. - Purpose.**

- (a) Orange County provides an employee performance evaluation program for the purpose of improving employee work performance and operating department effectiveness, ~~through employee:~~
- ~~(1) Understanding of and identification with department purposes and goals,~~
 - ~~(2) Commitment to doing what needs to be done in his or her position to meet the department goals, and~~
 - ~~(3) Knowledge of where he or she stands, that is, where performance is acceptable, where it is not and what needs to be changed or improved.~~
- ~~(b) The performance evaluation program facilitates a department's personnel decisions such as identification of employee development needs, promotions, disciplinary action and salary administration, as provided by the pay plan. The County Manager prepares a system for evaluating the work performance of all employees.~~

(Ord. of 06-07-1976, eff. 08-01-1976; 03-05-1990, Art. VII § 1.0, eff. 03-05-1990; Amend. of 07-01-1999, eff. 07-01-1999)

Sec. 28-83. - Policy. Repealed.

- (a) ~~The County Manager prepares a system for evaluating the work performance of all employees. The current system is known as Work Planning and Performance Review (WPPR). WPPR includes three phases: Work Planning, Progress Reviews and Performance Reviews.~~
- ~~(1) In the work planning phase, the supervisor and employee together plan work objectives for the coming year and the performance level at which these will be accomplished.~~
 - ~~(2) Through Progress Reviews during the work planning period, the supervisor and the employee discuss progress against the work plan, how well the employee is performing the work and any needed changes in work performance.~~
 - ~~(3) With the formal performance review at the end of the annual work planning period, the supervisor completes the performance evaluation of the employee's work during the past year. The performance evaluation may be used in determining salary increments; as a factor in determining order of layoffs; as a~~

Orange County Personnel Ordinance**Effective Date: October 3, 2012**

basis for training; promotion; transfer or dismissal; and for such other purposes as set forth in these regulations.

Sec. 28-84. Procedure. Repealed

All permanent employees must be evaluated at the end of six months of service, and at the end of 12 months of service upon original appointment. Thereafter, each employee should be evaluated on the employee's anniversary date of their original appointment.

(a) An employee is not eligible for an In Range Salary Increase until the performance evaluation form has been completely processed by the Personnel Department.

(b) Each employee and supervisor will meet to develop the employee's work plan for the month, quarter, or year. The work plan will include work objectives and performance standards. A performance rating will be assigned to the employee based on work plan performance. Performance ratings will be in one of the following areas:

(1) Performance Rating Definitions

a. Exceptional *

Performs at levels that consistently and significantly exceed job standards. Work goes far beyond job expectations in most functional areas. Accomplishments are made in unexpected areas as well.

*Requires the County Manager's advance approval.

b. Proficient

Performance meets and frequently exceeds the defined job standards. Accomplishes all major objectives and demonstrates a high standard of knowledge and skill in completing tasks.

Note: Proficient with Superior Accomplishments

For an employee whose work performance includes Superior accomplishments as defined in the Meritorious Service Award program, the department head may submit a written recommendation for a Superior Meritorious Service Award outlining the specific accomplishments. This award requires the Manager's advance approval.

c. Needs Improvement

Performance meets some job standards but does not fully meet all job standards. The job is being accomplished at a minimal level. Improvement is needed to fully meet the job expectations.

d. Unsatisfactory

Performance does not meet the defined job standards in most functional areas. Important objectives are not met even with close supervision and

Orange County Personnel Ordinance**Effective Date: October 3, 2012**

~~guidance. Disciplinary action based on job performance may be initiated.~~

~~e. Extended~~

~~No rating is given for this employee. An extension of 90 days is necessary in order to determine with accuracy the appropriate performance level. Supervisors must have the advance approval of the Personnel Department prior to granting this rating. This rating should be used sparingly and only in cases when the supervisor is generally unsure of the rating that should be assigned and an extension of 90 days would benefit both the County and the employee. The rating should not be used by the supervisor to avoid the responsibility of informing an employee of unsatisfactory performance.~~

~~(c) The immediate supervisor prepares the performance evaluation of each employee reporting to him or her and reviews it with the department head. An employee in a supervisory position who is leaving the position is required to submit performance evaluation information to the department head on each employee under his or her supervision who has not been evaluated within the previous six month period.~~

~~(d) The supervisor is required to hold an annual performance evaluation conference with each employee. If an employee disagrees with any statement in an evaluation, the employee should submit statements or comments of disagreement. Both the employee and supervisor sign the performance evaluation form.~~

~~(e) For an employee whose work performance rating is Needs Improvement or Unsatisfactory, the WPPR Review must include a development plan with structured follow up. When an employee receives more than one consecutive Needs Improvement rating or an Unsatisfactory rating, the Manager reviews the rating and, as appropriate, makes recommendations for follow up action.~~

~~(f) Performance evaluation forms are confidential and are made available only to: The employee evaluated or the employee's authorized representative; supervisor; department head; Personnel Director; County Manager, County Attorney or the Governing Boards.~~

(Ord. of 06-07-1976, eff. 08-01-1976; Amend. of 07-01-1999, Art. VII § 3.0, eff. 07-01-1999)

Orange County Personnel Rules and Regulations Manual Issue Date: October __, 2012

Administrative Rules and Regulations

Article VII. – EMPLOYEE PERFORMANCE EVALUATION PROGRAM

I. ORDINANCE

Sec. 28-82.

Orange County provides an employee performance evaluation program for the purpose of improving employee work performance and operating department effectiveness. The performance evaluation program facilitates a department's personnel decisions such as identification of employee development needs, promotions, disciplinary action and salary administration, as provided by the pay plan. The County Manager prepares a system for evaluating the work performance of all employees.

II. AUTHORITY

The Orange County Code of Ordinances, Chapter 28 Personnel, § 28-7 provides that the County Manager will promulgate any rules or regulations necessary to carry out the provision of this the Personnel Ordinance.

III. PURPOSE

- A. Orange County provides an employee performance evaluation program for the purpose of improving employee work performance and operating department effectiveness through employee:
- (1) Understanding of and identification with department purposes and goals,
 - (2) Commitment to doing what needs to be done in his or her position to meet the department goals, and
 - (3) Knowledge of where he or she stands, that is, where performance is acceptable, where it is not and what needs to be changed or improved.
- B. The performance evaluation program facilitates a department's personnel decisions such as identification of employee development needs, promotions, disciplinary action and salary administration, as provided by the pay plan.

IV. ADMINISTRATIVE RULES AND REGULATIONS

- A. **In General.** The current system is known as Work Planning and Performance Review (WPPR). WPPR includes three phases: Work Planning, Progress Reviews and Performance Reviews.
- (1) In the work planning phase, the supervisor and employee together plan work objectives for the coming year and the performance level at which these will be accomplished.

Orange County Personnel Rules and Regulations Manual Issue Date: October __, 2012

- (2) Through Progress Reviews during the work planning period, the supervisor and the employee discuss progress against the work plan, how well the employee is performing the work and any needed changes in work performance.
 - (3) With the formal performance review at the end of the annual work planning period, the supervisor completes the performance evaluation of the employee's work during the past year. The performance evaluation may be used in determining salary increments; as a factor in determining order of layoffs; as a basis for training; promotion; transfer or dismissal; and for such other purposes as set forth in these regulations.
- B. Procedure. All permanent employees must be evaluated at the end of six months of service, and at the end of 12 months of service upon original appointment. Thereafter, each employee should be evaluated on the employee's anniversary date of their original appointment.
- (1) An employee is not eligible for an In Range Salary Increase until the performance evaluation form has been completely processed by the Personnel Department.
 - (2) Each employee and supervisor will meet to develop the employee's work plan for the month, quarter, or year. The work plan will include work objectives and performance standards. A performance rating will be assigned to the employee based on work plan performance. Performance ratings will be in one of the following areas:
 - a. Exceptional. Performs at levels that consistently and significantly exceed job standards. Work goes far beyond job expectations in most functional areas. Accomplishments are made in unexpected areas as well. Requires the County Manager's advance approval.
 - b. Proficient. Performance meets and frequently exceeds the defined job standards. Accomplishes all major objectives and demonstrates a high standard of knowledge and skill in completing tasks.
 - i. Proficient with Superior Accomplishments. For an employee whose work performance includes Superior accomplishments as defined in the Meritorious Service Award program, the department head may submit a written recommendation for a Superior Meritorious Service Award outlining the specific accomplishments.
 - ii. This award requires the Manager's advance approval.
 - c. Needs Improvement. Performance meets some job standards but does not fully meet all job standards. The job is being accomplished at a minimal level. Improvement is needed to fully meet the job expectations.

Attachment B

Orange County Personnel Rules and Regulations Manual Issue Date: October __, 2012

- d. Unsatisfactory. Performance does not meet the defined job standards in most functional areas. Important objectives are not met even with close supervision and guidance. Disciplinary action based on job performance may be initiated.
 - e. Extended. No rating is given for this employee. An extension of 90 days is necessary in order to determine with accuracy the appropriate performance level. Supervisors must have the advance approval of the Human Resources Department prior to granting this rating. This rating should be used sparingly and only in cases when the supervisor is generally unsure of the rating that should be assigned and an extension of 90 days would benefit both the County and the employee. The rating should not be used by the supervisor to avoid the responsibility of informing an employee of unsatisfactory performance.
- (3) The immediate supervisor prepares the performance evaluation of each employee reporting to him or her and reviews it with the department head. An employee in a supervisory position who is leaving the position is required to submit performance evaluation information to the department head on each employee under his or her supervision who has not been evaluated within the previous six month period.
 - (4) The supervisor is required to hold an annual performance evaluation conference with each employee. If an employee disagrees with any statement in an evaluation, the employee should submit statements or comments of disagreement. Both the employee and supervisor sign the performance evaluation form.
 - (5) For an employee whose work performance rating is Needs Improvement or Unsatisfactory, the WPPR Review must include a development plan with structured follow up. When an employee receives more than one consecutive Needs Improvement rating or an Unsatisfactory rating, the Manager reviews the rating and, as appropriate, makes recommendations for follow up action.
 - (6) Performance evaluation forms are confidential and are made available only to: The employee evaluated or the employee's authorized representative; supervisor; department head; Human Resources Director; County Manager, County Attorney or the Governing Boards.

This Section of the Rules and Regulations will become effective upon signing of this document.

Adopted this the ____ day of October 2012.

Frank W. Clifton, Jr., County Manager

AMENDMENTS:

ORD-2012-042

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-h

SUBJECT: Return of Funds to the County's Emergency Telephone Fund (911) for Funds Transferred to Establish an Emergency Services Capital Reserve within the General Fund and Approval of Budget Amendment # 2-A

DEPARTMENT: Manager's Office and Financial and Administrative Services **PUBLIC HEARING: (Y/N)**

No

ATTACHMENT(S):

January 21, 2010 Board Meeting
Abstract
Session Law 2007-383/NC House Bill
1755

INFORMATION CONTACT:

Frank Clifton, 919-245-2300
Clarence Grier, 919-245-2453

PURPOSE: To 1) receive information on a request from the NC 911 Board for Orange County to return funds to the County's Emergency Telephone Fund (911) for funds transferred to establish an Emergency Services Capital Reserve within the General Fund; 2) authorize staff to make the appropriate transfer to the 911 Fund to resolve the matter with the NC 911 Board; and 3) approve Budget Amendment #2-A to the fiscal year 2012 – 2013 budget.

BACKGROUND: In November 2009, the Board of County Commissioners approved setting aside \$1.2 million of 911 funds to establish an Emergency Services Reserve Capital Project to purchase equipment, vehicles and capital maintenance for Emergency Services. In FY 2010, \$1.2 million was transferred from the 911 Fund to the General Fund. The funds from the transfer were used to purchase three ambulances. Based on information provided by the NC 911 Board, County staff incorrectly interpreted the transfer of all funds as an eligible expenditures based on NC House Bill 1755. NC House Bill 1755 stipulated that only landline fees could be transferred to the General Fund and used for any purpose. The total balance of landline fees available for transfer was \$295,633.

In a recent meeting with the NC 911 Board, County staff was informed that a majority of the funds transferred from the 911 Fund were ineligible, and only \$295,633 of 911 funds were eligible for use for the establishment of the Reserve. The 911 Board has requested that Orange County return the funds to the County's 911 Fund. The original amount transferred from the 911 Fund was \$1,200,000. The total amount agreed upon by the NC 911 Board and County staff to return to the fund is \$904,367. These funds will be transferred back to the 911 Fund from the General Fund's fund balance. Funds are available for this purpose.

FINANCIAL IMPACT: The financial impact of returning the funds to the 911 Fund would decrease the unassigned (available) balance of the General Fund by \$904,367, and increase the fund balance of the 911 Fund that same amount.

RECOMMENDATION(S): The Manager recommends that the Board authorize staff to make the appropriate transfer from the General Fund to the 911 Fund to resolve the matter with the NC 911 Board, and approve Budget Amendment #2-A.

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**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ~~ITEM ABSTRACT~~

Meeting Date: January 21, 2010

Action Agenda
Item No. 4-i

SUBJECT: Bid Award: Ambulances for Emergency Services

DEPARTMENT: Asset Management and
Purchasing Services (AMPS)
& Emergency Services

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Emergency Services Reserve Capital
Project Ordinance

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PURPOSE: To consider awarding a bid for the purchase of three ambulances to Excellence Incorporated of Madison, Alabama and to purchase additional safety and patient care equipment.

BACKGROUND: Between 2004 and 2006, Emergency Services upgraded the entire ambulance fleet with eight F-450 Ford Ambulances. One ambulance has been permanently removed from the fleet due to a collision. Five of the remaining seven have reached the end of their expected useful life as frontline response units.

While certain changes, such as the move to a larger chassis and the addition of the dual power climate control systems have been very beneficial, none of these vehicles were able to utilize the bio-diesel fuel mixture as expected in 2004 due to critical fuel system issues that caused ongoing problems. In addition, the 6.0L Ford engines have been plagued with mechanical issues increasing repair cost and time out of service. The Ford 6.0L engine problems are affecting EMS systems nationwide with Orange County currently participating in a class action lawsuit against the manufacturer.

In 2008 after a series of occasions whereby the ambulance fleet could not sustain the workload, Emergency Services staff approached Public Works Fleet Management to develop a long term solution. Following a series of meetings Emergency Services and Public Works agreed that a medium duty chassis and drive train (engine and transmission) is critical to compensate for increasing call volume, mileage, and corresponding on-scene idling during calls.

At the same time, the County Manager directed Emergency Services to initiate a regular replacement cycle starting with three new ambulances in the first year (FY 2009-2010) followed

by an annual purchase of two ambulances every year. The goal is to maintain a frontline and backup fleet consisting of nine ambulances allowing for an effective rotating replacement cycle.

Working together, Emergency Services and Public Works identified the following key decision points:

- All ambulance purchases would conform to 2010 emissions standards leading to decreased green house gas emissions; and
- Ambulances will be purchased with medium duty chassis and drivetrain to increase in service uptime. Medium Duty drivetrains are more capable of handling on-scene idling, have stronger braking, cooling and suspension components, and are critical for a system such as Orange County with increasing call volume; and
- Purchases will demonstrate a continued focus on crew and patient safety; and
- The new ambulances would be capable of operating on a diesel fuel blend of up to twenty-percent biodiesel (B-20).

EMS systems require one front-line ambulance for every crew and 1 back-up (reserve) ambulance for every 3 front-line units to maintain a reliable system. In addition, Orange County Emergency Services routinely provides special events coverage requiring the use of additional ambulances. This results in a need for nine ambulances in the fleet. Further efficiencies related to fleet management are related to future system response using AVL (Automatic Vehicle Locators), which allows E911 telecommunicators to dispatch the closest unit resulting in decreased response times, reduced fuel consumption and improved service delivery.

Staff has identified a vendor that has a demonstrated history of successfully remounting its patient care module onto a new chassis. In the future this allows the option to recycle the module at the end of the chassis' useful life, which is intended to reduce fleet costs.

Emergency Services staff began research by contacting and interviewing eleven EMS fleet managers from various systems along the east coast including seven from North Carolina. Staff identified two preferred chassis styles all featuring medium duty drive trains. Based on those findings, Public Works determined the optimal drive train from an emissions and serviceability perspective. Staff undertook a process to identify a vendor who could provide the drive train combination package. Emergency Services staff identified the vendor who best met these criteria and who also had a strong reputation for providing successful remounts to its ambulances.

North Carolina General Statute 143-129 allows local governments to make purchases without a separate bidding procedure. This type of acquisition can be made from any contractor that has, within the past 12 months, contracted to furnish the item to: (1) the federal government or any federal agency; (2) the State of North Carolina or any agency or political subdivision of the state; or (3) any other state or agency or political subdivision of that state, if the contractor is willing to extend the same or more favorable price and other terms to the local government. This process is called "piggy-backing" a bid.

Staff proposes to "piggy back" on the Florida Sheriff's Association bid that was awarded to Excellence, Inc. of Madison, Alabama on December 10, 2009 for Type I ambulances mounted

on Freightliner M2 cab & chassis at a cost of \$214,090.68 each. The statute that authorizes "piggy-back" bids requires that the entity advertise its intentions ten (10) days prior to a meeting in which the matter is to be considered. Orange County has fulfilled that requirement. Some of the jurisdictions currently utilizing Excellance ambulances include:

- Mecklenburg County, North Carolina
- Parkwood Fire Department, North Carolina
- Brunswick County, North Carolina
- Mint Hill, North Carolina
- Lexington Fire, Kentucky
- Osceola County Fire, Florida.
- Little Rock, Arkansas
- Greenwood County, South Carolina

The goal of this purchase is to create a turn-key solution so that the ambulance arrives ready to go into service. These purchases include key pieces of equipment in addition to the ambulance. The radio systems are purchased, programmed, and drop-shipped to the ambulance manufacturer. Stretchers and stair-chairs are both critical equipment for lifting and moving patients over varied terrain and in different types of structures. This type of equipment is critical to the proper movement of patients to prevent injury to both patient and crew and reduces injury time and cost.

While some of the equipment included in this purchase is already available on the existing ambulances, some of the safety equipment and patient care equipment is new to the fleet – most notably the medical freezers, fluid warmers and equipment mounting. An additional package of equipment must be purchased to bring the existing seven ambulances up to the new configuration.

FINANCIAL IMPACT: Funds for the purchase of the first three ambulances will come from the \$1.2 million 911 funds that the Board approved setting aside in an Emergency Services Reserve Capital Project for equipment, vehicles, and capital maintenance. At its November 17, 2009 meeting, the Board approved \$50,000 from this reserve to refurbish the Revere Road facility as an EMS station, so \$1,150,000 is currently available. Initial cost of this action, if approved by the Board, is approximately \$670,000 to purchase the first three ambulances (including radios) plus \$50,000 to purchase the patient care and safety equipment for the existing ambulances.

RECOMMENDATION(S): The Manager recommends that the Board:

1. Approve the ongoing plan as proposed by Emergency Services and Fleet Management to strategically replace ambulances; and
2. Award the bid to Excellance, Inc. and authorize Emergency Services and Asset Management and Purchasing Services to proceed with the immediate plan to purchase the three ambulances from Excellance, Inc.; and
3. Approve funds up to \$750,000 from the Emergency Services Reserve Capital Project, allocate this amount to the Emergency Services Department's capital budget section within the General Fund for the purchase, and approve the attached Capital Project Ordinance.

ORD-2010-002

**Emergency Services Reserve
Capital Project Ordinance**

Be it ordained by the Orange County Board of County Commissioners that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project is hereby adopted.

Section 1. The project authorized reserves monies for Emergency Services related equipment, vehicles and capital maintenance. Proceeds from the use of Emergency Telephone funds as authorized by the General Assembly in FY 2008-09 finance this project.

Section 2. The officers of the County are hereby directed to proceed with the project within the budget contained herein.

Section 3. The following revenue is anticipated to complete this project:

	Through FY 2008-09	FY 2009-10	Through FY 2009-10
Sales Tax	\$0	\$0	\$0
2001 Bonds	\$0	\$0	\$0
2004 Two-Thirds Net Debt	\$0	\$0	\$0
From E911 funds	\$0	\$1,200,000	\$1,200,000
Other	\$0	\$0	\$0
Total Funding	\$0	\$1,200,000	\$1,200,000

Section 4. The following amount is appropriated for this project:

	Through FY 2008-09	FY 2009-10	Through FY 2009-10
Land/Building	\$0	\$0	\$0
Planning/Architect/Engineering	\$0	\$0	\$0
Reserve	\$0	\$400,000	\$400,000
Transfer to General Fund (Vehicle Purchases - FY 2009-10)	\$0	\$750,000	\$750,000
Transfer to General Fund (Revere Road EMS Station - FY 2009-10)	\$0	\$50,000	\$50,000
Total Costs	\$0	\$1,200,000	\$1,200,000

Section 5. This ordinance shall remain in effect until the Board of County Commissioners takes action to amend the ordinance or close the project ordinance upon completion of the project.

Adopted this 21st day of January 2010.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

**SESSION LAW 2007-383
HOUSE BILL 1755**

AN ACT TO MODERNIZE AND IMPROVE THE ADMINISTRATION OF THE STATE'S 911 SYSTEM THROUGH A STATEWIDE 911 BOARD, BY ENSURING THAT ALL VOICE SERVICES CONTRIBUTE TO THE 911 SYSTEM AND BY PROVIDING PARITY IN THE QUALITY OF SERVICE AND THE LEVEL OF 911 CHARGES ACROSS VOICE COMMUNICATIONS SERVICE PROVIDERS.

Whereas, maintaining an efficient Enhanced 911 system across the State benefits all citizens and not just certain localities; and

Whereas, the Wireless 911 Board has successfully administered the statewide wireless Enhanced 911 system for many years; and

Whereas, local governments have administered a similar wireline Enhanced 911 system for their local jurisdictions; and

Whereas, the average monthly 911 service charges paid to local governments by local exchange company customers exceeds the average monthly 911 service charges paid to the Wireless 911 Board by wireless company customers, thereby creating an unfair competitive advantage for wireless companies; and

Whereas, some VoIP-enabled providers do not currently support the Enhanced 911 system by collecting 911 service charges; and

Whereas, the consolidation of the State's Enhanced 911 system under a single board with a uniform 911 service charge will improve the integration of the State's 911 system, enhance efficiency and accountability, and create a level competitive playing field among voice communications technologies; Now, therefore,

The General Assembly of North Carolina enacts:

SECTION 1.(a) Chapter 62A of the General Statutes is amended by adding a new Article to read:

"Article 3.

"Emergency Telephone Service.

"§ 62A-40. Definitions.

The following definitions apply in this Article.

- (1) 911 Board. – The 911 Board established in G.S. 62A-41.
- (2) 911 Fund. – The North Carolina 911 Fund established in G.S. 62A-43.
- (3) 911 State Plan. – A document prepared, maintained, and updated by the 911 Board that provides a comprehensive plan for communicating 911 call information across networks and among PSAPs, addresses all aspects of the State's 911 system, and describes the allowable uses of revenue in the 911 Fund.
- (4) 911 system. – An emergency telephone system that does all of the following:
 - a. Enables the user of a voice communications service connection to reach a PSAP by dialing the digits 911.
 - b. Provides enhanced 911 service.
- (5) Call taking. – The act of processing a call for emergency assistance up to the point that the call is ready for dispatch, including the use of

- equipment, call classification, location of a caller, and determination of the appropriate response level for emergency responders.
- (6) Commercial Mobile Radio Service (CMRS). – Defined in 47 C.F.R. § 20.3.
- (7) CMRS connection. – Each mobile handset telephone number assigned to a CMRS subscriber with a place of primary use in North Carolina.
- (8) CMRS provider. – An entity, whether facilities-based or nonfacilities-based, that is licensed by the Federal Communications Commission to provide CMRS or that resells CMRS within North Carolina.
- (9) Enhanced 911 service. – Directing a 911 call to an appropriate PSAP by selective routing based on the geographical location from which the call originated and providing information defining the approximate geographic location and the telephone number of a 911 caller, in accordance with the FCC Order.
- (10) Exchange access facility. – The access from a subscriber's premises to the telephone system of a service supplier. The term includes service supplier provided access lines, private branch exchange trunks, and centrex network access registers, as defined by applicable tariffs approved by the North Carolina Utilities Commission. The term does not include service supplier owned and operated telephone pay station lines, Wide Area Telecommunications Service (WATS), Foreign Exchange (FX), or incoming only lines.
- (11) FCC Order. – The Order of the Federal Communications Commission, FCC Docket No. 94-102, adopted on December 1, 1997, and any consent decrees, rules, and regulations adopted by the Federal Communications Commission pursuant to the Order.
- (12) GIS mapping. – Computerized geographical information that can be used to assist in locating a person who calls emergency assistance, including street centerlines, ortho photography, and oblique imaging.
- (13) Interconnected VoIP service. – Defined in 47 C.F.R. § 9.3.
- (14) Local exchange carrier. – An entity that is authorized to provide telephone exchange service or exchange access in North Carolina.
- (15) Prepaid wireless telephone service. – A right that meets all of the following requirements:
- a. Authorizes the purchase of CMRS, either exclusively or in conjunction with other services.
 - b. Must be paid for in advance.
 - c. Is sold in units or dollars whose number or dollar value declines with use and is known on a continuous basis.
- (16) Primary PSAP. – The first point of reception of a 911 call by a public safety answering point.
- (17) Proprietary information. – Subscriber lists, technology descriptions, technical information, or trade secrets that are developed, produced, or received internally by a voice communications service provider or by a voice communications service provider's employees, directors, officers, or agents.
- (18) Public safety answering point (PSAP). – The public safety agency that receives an incoming 911 call and dispatches appropriate public safety agencies to respond to the call.
- (19) Service supplier. – An entity that provides exchange telephone service to a telephone subscriber.
- (20) Subscriber. – A person who purchases a voice communications service and is able to receive it or use it periodically over time.

- (21) Voice communications service connection. – Each telephone number assigned to a residential or commercial subscriber by a voice communications service provider, without regard to technology deployed.
- (22) Voice communications service. – Any of the following:
- a. The transmission, conveyance, or routing of real-time, two-way voice communications to a point or between or among points by or through any electronic, radio, satellite, cable, optical, microwave, wireline, wireless, or other medium or method, regardless of the protocol used.
 - b. The ability to receive and terminate voice calls to and from the public switched telephone network.
 - c. Interconnected VoIP service.
- (23) Voice communications service provider. – An entity that provides voice communications service to a subscriber.
- (24) VoIP provider. – An entity that provides interconnected VoIP service.

"§ 62A-41. 911 Board.

(a) Membership. – The 911 Board is established in the Office of Information Technology Services. The 911 Board consists of 17 members as follows:

- (1) Four members appointed by the Governor as follows:
 - a. An individual who represents municipalities appointed upon the recommendation of the North Carolina League of Municipalities.
 - b. An individual who represents counties appointed upon the recommendation of the North Carolina Association of County Commissioners.
 - c. An individual who represents a VoIP provider.
 - d. An individual who represents the North Carolina chapter of the National Emergency Number Association (NENA).
- (2) Six members appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives as follows:
 - a. An individual who is a sheriff.
 - b. Two individuals who represent CMRS providers operating in North Carolina.
 - c. An individual who represents the North Carolina chapter of the Association of Public Safety Communications Officials (APCO).
 - d. Two individuals who represent local exchange carriers operating in North Carolina, one of whom represents a local exchange carrier with less than 50,000 access lines.
- (3) Six members appointed by the General Assembly upon the recommendation of the President Pro Tempore of the Senate as follows:
 - a. An individual who is a chief of police.
 - b. Two individuals who represent CMRS providers operating in North Carolina.
 - c. An individual who represents the North Carolina chapter of the National Emergency Number Association (NENA).
 - d. Two individuals who represent local exchange carriers operating in North Carolina, one of whom represents a local exchange carrier with less than 200,000 access lines.
- (4) The State Chief Information Officer or the State Chief Information Officer's designee, who serves as the chair.

(b) Term. – A member's term is four years. Members remain in office until their successors are appointed and qualified. Vacancies are filled in the same manner as the original appointment. The Governor may remove any member for misfeasance, malfeasance, or nonfeasance in accordance with G.S. 143B-13(d).

(c) Meetings. – Members of the 911 Board serve without compensation. Members receive per diem, subsistence, and travel allowances at the rate established in G.S. 138-5. A quorum of the 911 Board is nine members. The 911 Board meets upon the call of the chair.

(d) Public Servants. – The members of the 911 Board are public servants under G.S. 138A-3 and are subject to the provisions of Chapter 138A of the General Statutes.

"§ 62A-42. Powers and duties of the 911 Board.

(a) Duties. – The 911 Board has the following powers and duties:

- (1) To develop the 911 State Plan. In developing and updating the plan, the 911 Board must monitor trends in voice communications service technology and in enhanced 911 service technology, investigate and incorporate GIS mapping and other resources into the plan, and formulate strategies for the efficient and effective delivery of enhanced 911 service.
- (2) To administer the 911 Fund and the monthly 911 service charge authorized by G.S. 62A-43.
- (3) To distribute revenue in the 911 Fund to CMRS providers and PSAPs in accordance with this Article and advise CMRS providers and PSAPs of the requirements for receiving a distribution from the 911 Fund.
- (4) To establish policies and procedures to fund advisory services and training for PSAPs and to provide funds in accordance with these policies and procedures.
- (5) To investigate the revenues and expenditures associated with the operation of a PSAP to ensure compliance with restrictions on the use of amounts distributed from the 911 Fund.
- (6) To make and enter into contracts and agreements necessary or incidental to the performance of its powers and duties under this Article and to use revenue available to the 911 Board under G.S. 62A-44 for administrative expenses to pay its obligations under the contracts and agreements.
- (7) To accept gifts, grants, or other money for the 911 Fund.
- (8) To undertake its duties in a manner that is competitively and technologically neutral as to all voice communications service providers.
- (9) To adopt rules to implement this Article. This authority does not include the regulation of any enhanced 911 service, such as the establishment of technical standards.
- (10) To take other necessary and proper action to implement the provisions of this Article.

(b) Prohibition. – In no event shall the 911 Board or any other State agency lease, construct, operate, or own a communications network for the purpose of providing 911 service.

"§ 62A-43. Service charge for 911 service.

(a) Charge Imposed. – A monthly 911 service charge is imposed on each active voice communications service connection that is capable of accessing the 911 system. The service charge is seventy cents (70¢) or a lower amount set by the 911 Board under subsection (d) of this section. The service charge is payable by the subscriber to the voice communications service provider. The provider may list the service charge separately from other charges on the bill. Partial payments made by a subscriber are

applied first to the amount the subscriber owes the provider for the voice communications service.

(b) Prepaid Wireless. – A voice communications service provider of prepaid wireless telephone service must collect and remit to the 911 Board the monthly service charge imposed upon prepaid wireless telephone subscribers in the State under one of the following methods:

- (1) Collecting the service charge from each active prepaid wireless telephone service subscriber whose account balance is equal to or greater than the amount of the service charge.
- (2) Dividing the provider's total earned prepaid wireless telephone service revenue received for the month from each active prepaid wireless telephone service subscriber by fifty dollars (\$50.00) and multiplying the quotient by the amount of the service charge.

(c) Remittance to 911 Board. – A voice communications service provider must remit the service charges collected by it under this section to the 911 Board. The provider must remit the collected service charges by the end of the calendar month following the month the provider received the charges from its subscribers. A provider may deduct and retain from the service charges it receives from its subscribers and remits to the 911 Board an administrative allowance equal to the greater of one percent (1%) of the amount of service charges remitted or fifty dollars (\$50.00) a month.

(d) Adjustment of Charge. – The 911 Board must monitor the revenues generated by the service charge. If the 911 Board determines that the rate produces revenue in excess of the amount needed, the 911 Board must reduce the rate. The reduced rate must ensure full cost recovery for voice communications service providers and for primary PSAPs over a reasonable period of time. A change in the amount of the rate becomes effective only on July 1 of an even-numbered year. The 911 Board must notify providers of a change in the rate at least 90 days before the change becomes effective.

(e) Collection. – A voice communications service provider has no obligation to take any legal action to enforce the collection of the service charge billed to a subscriber. The 911 Board may initiate a collection action, and reasonable costs and attorneys' fees associated with that collection action may be assessed against the subscriber. At the request of the 911 Board, but no more than annually, a voice communications service provider must report to the 911 Board the amount of the provider's uncollected service charges. The 911 Board may request, to the extent permitted by federal privacy laws, the name, address, and telephone number of a subscriber who refuses to pay the 911 service charge.

(f) Restriction. – A local government may not impose a service charge or other fee on a subscriber to support the 911 system.

"§ 62A-44. 911 Fund.

(a) Fund. – The 911 Fund is created as an interest-bearing special revenue fund within the State treasury. The 911 Board administers the Fund. The 911 Board must credit to the 911 Fund all revenues remitted to it from the service charge imposed by G.S. 62A-43 on voice communications service connections in the State. Revenue in the Fund may only be used as provided in this Article.

(b) Allocation of Revenues. – The 911 Board may deduct and retain for its administrative expenses up to one percent (1%) of the total service charges remitted to it under G.S. 62A-43 for deposit in the 911 Fund. The remaining revenues remitted to the 911 Board for deposit in the 911 Fund are allocated as follows:

- (1) Fifty-three percent (53%) of the funds remitted by CMRS providers to the 911 Fund are allocated for reimbursements to CMRS providers pursuant to G.S. 62A-45.
- (2) Forty-seven percent (47%) of the funds remitted by CMRS providers and all funds remitted by all other voice communications service providers are allocated for monthly distributions to primary PSAPs

pursuant to G.S. 62A-46 and grants to PSAPs pursuant to G.S. 62A-47.

(c) Report. – In February of each odd-numbered year, the 911 Board must report to the Joint Legislative Commission on Governmental Operations, the Revenue Laws Study Committee, and the Joint Legislative Utility Review Committee. The report must contain complete information regarding receipts and expenditures of all funds received by the 911 Board during the period covered by the report, the status of the 911 system in North Carolina at the time of the report, and the results of any investigations by the Board of PSAPs that have been completed during the period covered by the report.

(d) Nature of Revenue. – The General Assembly finds that distributions of revenue from the 911 Fund are not State expenditures for the purpose of Section 5(3) of Article III of the North Carolina Constitution. Therefore, the Governor may not reduce or withhold revenue in the 911 Fund.

"§ 62A-45. Fund distribution to CMRS providers.

(a) Distribution. – CMRS providers are eligible for reimbursement from the 911 Fund for the actual costs incurred by the CMRS providers in complying with the requirements of enhanced 911 service. Costs of complying include costs incurred for designing, upgrading, purchasing, leasing, programming, installing, testing, or maintaining all necessary data, hardware, and software required to provide service as well as the recurring and nonrecurring costs of providing the service. To obtain reimbursement, a CMRS provider must comply with all of the following:

- (1) Invoices must be sworn.
- (2) All costs and expenses must be commercially reasonable.
- (3) All invoices for reimbursement must be related to compliance with the requirements of enhanced 911 service.
- (4) Prior approval must be obtained from the 911 Board for all invoices for payment of costs that exceed the lesser of:
 - a. One hundred percent (100%) of the eligible costs allowed under this section.
 - b. One hundred twenty-five percent (125%) of the service charges remitted to the 911 Board by the CMRS provider.

(b) Payment Carryforward. – If the total amount of invoices submitted to the 911 Board and approved for payment in a month exceeds the amount available from the 911 Fund for reimbursements to CMRS providers, the amount payable to each CMRS provider is reduced proportionately so that the amount paid does not exceed the amount available for payment. The balance of the payment is deferred to the following month. A deferred payment accrues interest at a rate equal to the rate earned by the 911 Fund until it is paid.

(c) Grant Reallocation. – If the amount of reimbursements to CMRS providers approved by the 911 Board for a fiscal year is less than the amount of funds allocated for reimbursements to CMRS providers for that fiscal year, the 911 Board may reallocate part or all of the excess amount to the PSAP Grant Account established under G.S. 62A-47. The 911 Board may reallocate funds under this subsection only once each calendar year and may do so only within the three-month period that follows the end of the fiscal year. If the 911 Board reallocates more than three million dollars (\$3,000,000) to the PSAP Grant Account in a calendar year, it must consider reducing the amount of the service charge in G.S. 62A-44 to reflect more accurately the underlying costs of providing 911 system services.

The 911 Board must make the following findings before it reallocates funds to the PSAP Grant Account:

- (1) There is a critical need for additional funding for PSAPs in rural or high-cost areas to ensure that enhanced 911 service is deployed throughout the State.
- (2) The reallocation will not impair cost recovery by CMRS providers.
- (3) The reallocation will not result in the insolvency of the 911 Fund.

"§ 62A-46. Fund distribution to PSAPs.

(a) Monthly Distribution. – The 911 Board must make monthly distributions to primary PSAPs from the amount allocated to the 911 Fund for PSAPs. The amount to be distributed to each primary PSAP is the sum of the following:

- (1) The PSAP's base amount. – The PSAP's base amount is the amount the PSAP received in the fiscal year ending June 30, 2007, and deposited in the Emergency Telephone System Fund of its local governing entity, as reported to the State Treasurer's Office, Local Government Division.
- (2) The PSAP's per capita amount. – The PSAP's per capita amount is the PSAP's per capita share of the amount designated by the Board under subsection (b) of this section for the per capita distribution. The 911 Board must use the most recent population estimates certified by the State Budget Officer in making the per capita distribution under this subdivision. A PSAP is not eligible for a distribution under this subdivision unless it provides enhanced 911 service.

(b) Percentage Designations. – The 911 Board must determine how revenue that is allocated to the 911 Fund for distribution to primary PSAPs and is not needed to make the base amount distribution required by subdivision (a)(1) of this section is to be used. The 911 Board must designate a percentage of the remaining funds to be distributed to primary PSAPs on a per capita basis and a percentage to be allocated to the PSAP Grant Account established in G.S. 62A-47. If the 911 Board does not designate an amount to be allocated to the PSAP Grant Account, the 911 Board must distribute all of the remaining funds on a per capita basis. The 911 Board may not change the percentage designation more than once each calendar year.

(c) Use of Funds. – A PSAP that receives a distribution from the 911 Fund may not use the amount received to pay for the lease or purchase of real estate, cosmetic remodeling of emergency dispatch centers, hiring or compensating telecommunicators, or the purchase of mobile communications vehicles, ambulances, fire engines, or other emergency vehicles. Distributions received by a PSAP may be used only to pay for the following:

- (1) The lease, purchase, or maintenance of emergency telephone equipment, including necessary computer hardware, software, and database provisioning, addressing, and nonrecurring costs of establishing a 911 system.
- (2) Expenditures for in-State training of 911 personnel regarding the maintenance and operation of the 911 system. Allowable training expenses include the cost of transportation, lodging, instructors, certifications, improvement programs, quality assurance training, and training associated with call taking, and emergency medical, fire, or law enforcement procedures. Training outside the State is not an eligible expenditure unless the training is unavailable in the State or the PSAP documents that the training costs are less if received out-of-state. Training specific to the receipt of 911 calls is allowed only for intake and related call taking quality assurance and improvement. Instructor certification costs and course required prerequisites, including physicals, psychological exams, and drug testing, are not allowable expenditures.
- (3) Charges associated with the service supplier's 911 service and other service supplier recurring charges. The PSAP providing 911 service is responsible to the voice communications service provider for all 911 installation, service, equipment, operation, and maintenance charges owed to the voice communications service provider. A PSAP may contract with a voice communications service provider on terms agreed to by the PSAP and the provider.

(d) Local Fund. – The fiscal officer of a PSAP to whom a distribution is made under this section must deposit the funds in a special revenue fund, as defined in G.S. 159-26(b)(2), designated as the Emergency Telephone System Fund. The fiscal officer may invest money in the Fund in the same manner that other money of the local government may be invested. Income earned from the invested money in the Emergency Telephone System Fund must be credited to the Fund. Revenue deposited into the Fund must be used only as permitted in this section.

(e) Compliance. – A PSAP, or the governing entity of a PSAP, must comply with all of the following in order to receive a distribution under this section:

- (1) A county or municipality that has one or more PSAPs must submit in writing to the 911 Board information that identifies the PSAPs in the manner required by the FCC Order.
- (2) A participating PSAP must annually submit to the 911 Board a copy of its governing agency's proposed or approved budget detailing the revenues and expenditures associated with the operation of the PSAP. The PSAP budget must identify revenues and expenditures for eligible expense reimbursements as provided in this Article and rules adopted by the 911 Board.
- (3) A PSAP must be included in its governing entity's annual audit required under the Local Government Budget and Fiscal Control Act. The Local Government Commission must provide a copy of each audit of a local government entity with a participating PSAP to the 911 Board.
- (4) A PSAP must comply with all requests by the 911 Board for financial information related to the operation of the PSAP.

"§ 62A-47. PSAP Grant Account.

(a) Account Established. – A PSAP Grant Account is established within the 911 Fund for the purpose of making grants to PSAPs in rural and other high-cost areas. The Account consists of revenue allocated by the 911 Board under G.S. 62A-45(c) and G.S. 62A-46.

(b) Application. – A PSAP may apply to the 911 Board for a grant from the PSAP Grant Account. An application must be submitted in the manner prescribed by the 911 Board. The 911 Board may approve a grant application and enter into a grant agreement with a PSAP if it determines all of the following:

- (1) The costs estimated in the application are reasonable and have been or will be incurred for the purpose of promoting a cost-effective and efficient 911 system.
- (2) The expenses to be incurred by the applicant are consistent with the 911 State Plan.
- (3) There are sufficient funds available in the fiscal year in which the grant funds will be distributed.
- (4) The costs are authorized PSAP costs under G.S. 62A-46(c).

(c) Agreement. – A grant agreement between the 911 Board and a PSAP must include the purpose of the grant, the time frame for implementing the project or program funded by the grant, the amount of the grant, and a provision for repaying grant funds if the PSAP fails to comply with any of the terms of the grant. The amount of the grant may vary among grantees. If the grant is intended to promote the deployment of enhanced 911 service in a rural area of the State, the grant agreement must specify how the funds will assist with this goal. The 911 Board must publish one or more notices each fiscal year advertising the availability of grants from the PSAP Grant Account and detailing the application process, including the deadline for submitting applications, any required documents specifying costs, either incurred or anticipated, and evidence demonstrating the need for the grant. Any grant funds awarded to PSAPs under this section are in addition to any funds reimbursed under G.S. 62A-46.

"§ 62A-48. Recovery of unauthorized use of funds.

The 911 Board must give written notice of violation to any voice communications service provider or PSAP found by the 911 Board to be using monies from the 911 Fund for purposes not authorized by this Article. Upon receipt of notice, the voice communications service provider or PSAP must cease making any unauthorized expenditures. The voice communications service provider or PSAP may petition the 911 Board for a hearing on the question of whether the expenditures were unauthorized, and the 911 Board must grant the request within a reasonable period of time. If, after the hearing, the 911 Board concludes the expenditures were in fact unauthorized, the 911 Board may require the voice communications service provider or PSAP to refund the monies improperly spent within 90 days. Money received under this section must be credited to the 911 Fund. If a voice communications service provider or PSAP does not cease making unauthorized expenditures or refuses to refund improperly spent money, the 911 Board must suspend funding to the provider or PSAP until corrective action is taken.

"§ 62A-49. Conditions for providing enhanced 911 service.

In accordance with the FCC Order, no CMRS provider is required to provide enhanced 911 service until all of the following conditions are met:

- (1) The provider receives a request for the service from the administrator of a PSAP that is capable of receiving and utilizing the data elements associated with the service.
- (2) Funds for reimbursement of the CMRS provider's costs are available pursuant to G.S. 62A-45.
- (3) The local exchange carrier is able to support the requirements of enhanced 911 service.

"§ 62A-50. Audit.

The State Auditor may perform audits of the 911 Board pursuant to Article 5A of Chapter 147 of the General Statutes to ensure that funds in the 911 Fund are being managed in accordance with the provisions of this Article. The State Auditor must perform an audit of the 911 Board at least every two years. The 911 Board must reimburse the State Auditor for the cost of an audit of the 911 Board.

"§ 62A-51. Subscriber records.

Each CMRS provider must provide its 10,000 number groups to a PSAP upon request. This information remains the property of the disclosing CMRS provider and must be used only in providing emergency response services to 911 calls. CMRS voice communications service provider connection information obtained by PSAP personnel for public safety purposes is not public information under Chapter 132 of the General Statutes. No person may disclose or use, for any purpose other than the 911 system, information contained in the database of the telephone network portion of a 911 system.

"§ 62A-52. Proprietary information.

All proprietary information submitted to the 911 Board or the State Auditor is confidential. Proprietary information submitted pursuant to this Article is not subject to disclosure under Chapter 132 of the General Statutes, and it may not be released to any person other than to the submitting CMRS voice communications service provider, the 911 Board, and the State Auditor without the express permission of the submitting CMRS voice communications service provider. Proprietary information is considered a trade secret under the Trade Secrets Protection Act, Article 24 of Chapter 66 of the General Statutes. General information collected by the 911 Board or the State Auditor may be released or published only in aggregate amounts that do not identify or allow identification of numbers of subscribers or revenues attributable to an individual CMRS voice communications service provider.

"§ 62A-53. Limitation of liability.

Except in cases of wanton or willful misconduct, a voice communications service provider and its employees, directors, officers, and agents are not liable for any damages in a civil action resulting from death or injury to any person or from damage to property incurred by any person in connection with developing, adopting, implementing,

maintaining, or operating the 911 system or in complying with emergency-related information requests from State or local government officials. This section does not apply to actions arising out of the operation or ownership of a motor vehicle.

SECTION 1.(b) Article 19 of Chapter 14 of the General Statutes is amended by adding a new section to read:

"§ 14-111.4. Misuse of 911 system.

It is unlawful for an individual who is not seeking public safety assistance, is not providing 911 service, or is not responding to a 911 call to access or attempt to access the 911 system for a purpose other than an emergency communication. A person who knowingly violates this section commits a Class 3 misdemeanor. If a person knowingly accesses or attempts to access the 911 system for the purpose of avoiding a charge for voice communications service, as defined in G.S. 62A-40, and the value of the charge exceeds one hundred dollars (\$100.00), the person commits a Class 1 misdemeanor."

SECTION 2.(a) Article 1 of Chapter 62A of the General Statutes is repealed.

SECTION 2.(b) Any funds remaining in the Emergency Telephone System Fund or required to be remitted by a service supplier to the local fiscal officer for deposit to the fund, collected pursuant to Article 1 of Chapter 62A of the General Statutes prior to the effective date of this act, are transferred to the General Fund of the local governing entity to be used for any lawful purpose. Any local governing entity is not relieved of any prior obligation incurred for uses authorized by G.S. 62A-8.

SECTION 3.(a) Article 2 of Chapter 62A of the General Statutes is repealed.

SECTION 3.(b) The records, personnel, property, and unexpended balances of appropriations, allocations, and other funds, including the functions of budgeting and purchasing, of the Wireless 911 Board created under Article 2 of Chapter 62A of the General Statutes and repealed by subsection (a) of this section, are transferred to the 911 Board created under Article 3 of Chapter 62A of the General Statutes, as enacted by Section 1 of this act. All rules, decisions, and actions adopted, made, or taken by the Wireless 911 Board created under Article 2 of Chapter 62A of the General Statutes that have not been repealed or rescinded continue in effect until repealed or rescinded by the 911 Board created under Article 3 of Chapter 62A of the General Statutes, as enacted by Section 1 of this act.

SECTION 3.(c) The members of the Wireless 911 Board created under Article 2 of Chapter 62A of the General Statutes, other than a member appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives to represent CMRS providers, serve as 11 of the initial members of the 911 Board created under Article 3 of Chapter 62A of the General Statutes, as enacted by Section 1 of this act, without reappointment by the Governor or the General Assembly. The State Chief Information Officer must designate which of the initial members who transfer to the 911 Board from the Wireless 911 Board serve four-year terms and which serve six-year terms so that the terms of half the members of the 911 Board, other than the State Chief Information Officer, will expire every two years.

The following membership positions for the 911 Board have no counterparts on the Wireless 911 Board and must be appointed in accordance with Article 3 of Chapter 62A of the General Statutes:

- (1) Of the appointments by the Governor, an individual representing a VoIP provider and an individual representing the North Carolina chapter of the National Emergency Number Association (NENA).
- (2) Of the appointments by the General Assembly upon the recommendation of the Speaker of the House of Representatives, two individuals who represent local exchange carriers operating in North Carolina, one of whom represents a local exchange carrier with less than 50,000 access lines.

- (3) Of the appointments by the General Assembly upon the recommendation of the President Pro Tempore of the Senate, an individual who represents a local exchange carrier with less than 200,000 access lines.

SECTION 4. G.S. 62-157 reads as rewritten:

"§ 62-157. Telecommunications relay service.

(a) Finding. – The General Assembly finds and declares that it is in the public interest to provide access to public telecommunications services for hearing impaired or speech impaired persons, including those who also have vision impairment, and that a statewide telecommunications relay service for telephone service should be established.

(a1) Definitions. – For purposes of this section:

- (1) "CMRS" is as defined in G.S. ~~62A-21.62A-40.~~
- (2) "CMRS connection" is as defined in G.S. ~~62A-21.62A-40.~~
- (3) "CMRS provider" is as defined in G.S. ~~62A-21.62A-40.~~
- (4) "Exchange access facility" means the access from a particular telephone subscriber's premises to the telephone system of a local exchange telephone company, and includes local exchange company-provided access lines, private branch exchange trunks, and centrex network access registers, all as defined by tariffs of telephone companies as approved by the Commission.
- (5) "Local service provider" means a local exchange company, competing local provider, or telephone membership corporation.

(b) Authority to Require Surcharge. – The Commission shall require local service providers to impose a monthly surcharge on all residential and business local exchange access facilities to fund a statewide telecommunications relay service by which hearing impaired or speech impaired persons, including those who also have vision impairment, may communicate with others by telephone. This surcharge, however, may not be imposed on participants in the Subscriber Line Charge Waiver Program or the Link-up Carolina Program established by the Commission. This surcharge, and long distance revenues collected under subsection (f) of this section, are not includable in gross receipts subject to the franchise tax levied under G.S. 105-120 or the sales tax levied under G.S. 105-164.4.

(c) Specification of Surcharge. – The Department of Health and Human Services shall initiate a telecommunications relay service by filing a petition with the Commission requesting the service and detailing initial projected required funding. The Commission shall, after giving notice and an opportunity to be heard to other interested parties, set the initial monthly surcharge based upon the amount of funding necessary to implement and operate the service, including a reasonable margin for a reserve. The surcharge shall be identified on customer bills as a special surcharge for provision of a telecommunications relay service for hearing impaired and speech impaired persons. The Commission may, upon petition of any interested party, and after giving notice and an opportunity to be heard to other interested parties, revise the surcharge from time to time if the funding requirements change. In no event shall the surcharge exceed twenty-five cents (25¢) per month for each exchange access facility.

(d) Funds to Be Deposited in Special Account. – The local service providers shall collect the surcharge from their customers and deposit the moneys collected with the State Treasurer, who shall maintain the funds in an interest-bearing, nonreverting account. After consulting with the State Treasurer, the Commission shall direct how and when the local service providers shall deposit these moneys. Revenues from this fund shall be available only to the Department of Health and Human Services to administer the statewide telecommunications relay service program, including its establishment, operation, and promotion. The Commission may allow the Department of Health and Human Services to use up to four cents (4¢) per access line per month of the surcharge for the purpose of providing telecommunications devices for hearing impaired or speech impaired persons, including those who also have vision impairment, through a

distribution program. The Commission shall prepare such guidelines for the distribution program as it deems appropriate and in the public interest. Both the Commission and the Public Staff may audit all aspects of the telecommunications relay service program, including the distribution programs, as they do with any public utility subject to the provisions of this Chapter. Equipment paid for with surcharge revenues, as allowed by the Commission, may be distributed only by the Department of Health and Human Services.

(e) Administration of Service. – The Department of Health and Human Services shall administer the statewide telecommunications relay service program, including its establishment, operation, and promotion. The Department may contract out the provision of this service for four-year periods to one or more service providers, using the provisions of G.S. 143-129.

(f) Charge to Users. – The users of the telecommunications relay service shall be charged their approved long distance and local rates for telephone services (including the surcharge required by this section), but no additional charges may be imposed for the use of the relay service. The local service providers shall collect revenues from the users of the relay service for long distance services provided through the relay service. These revenues shall be deposited in the special fund established in subsection (d) of this section in a manner determined by the Commission after consulting with the State Treasurer. Local service providers shall be compensated for collection, inquiry, and other administrative services provided by said companies, subject to the approval of the Commission.

(g) Reporting Requirement. – The Commission shall, after consulting with the Department of Health and Human Services, develop a format and filing schedule for a comprehensive financial and operational report on the telecommunications relay service program. The Department of Health and Human Services shall thereafter prepare and file these reports as required by the Commission with the Commission and the Public Staff. The Department shall also be required to report to the Revenue Laws Study Committee.

(h) Power to Regulate. – The Commission shall have the same power to regulate the operation of the telecommunications relay service program as it has to regulate any public utility subject to the provisions of this Chapter.

(i) Wireless Surcharge. – A CMRS provider, as part of its monthly billing process, must collect the same surcharge imposed on each exchange access facility under this section for each CMRS connection. A CMRS provider may deduct a one percent (1%) administrative fee from the total amount of surcharge collected. A CMRS provider shall remit the surcharge collected, less the administrative fee, to the Wireless 911 Board in the same manner and with the same frequency as the local service providers remit the surcharge to the State Treasurer. The Wireless 911 Board shall remit the funds collected from the surcharge to the special account created under subsection (d) of this section."

SECTION 5. G.S. 105-130.5(b)(17) reads as rewritten:

"(17) To the extent included in federal taxable income, 911 charges imposed under G.S. 62A-43 and remitted to the 911 Fund under that section, the following:

- a. ~~The amount of 911 charges collected under G.S. 62A-5 and remitted to a local government under G.S. 62A-6.~~
- b. ~~The amount of wireless Enhanced 911 service charges collected under G.S. 62A-23 and remitted to the Wireless Fund under G.S. 62A-24."~~

SECTION 6. G.S. 105-164.13(54)c. reads as rewritten:

- "c. 911 charges imposed under G.S. 62A-4 or G.S. 62A-23 G.S. 62A-43 and remitted to the Emergency Telephone System 911 Fund under G.S. 62A-7 or the Wireless Fund under G.S. 62A-24.that section."

SECTION 7.(a) The Joint Legislative Utility Review Committee is directed to determine the best method for collecting the service charge imposed by G.S. 62A-43 from prepaid telephone wireless subscribers. The Committee is further directed to submit a final report of its findings and recommendations to the 2007 General Assembly, Regular Session 2008.

SECTION 7.(b) Notwithstanding G.S. 62A-23, the charge imposed by that section does not apply to prepaid wireless telephone service effective August 1, 2007.

SECTION 7.(c) Notwithstanding G.S. 62A-43, the charge imposed by that section does not apply to prepaid wireless telephone service for the 2008 calendar year.

SECTION 8. Sections 1 through 6 of this act become effective January 1, 2008. Section 1(b) of this act applies to offenses committed on or after January 1, 2008. The remaining sections of this act are effective when they become law.

In the General Assembly read three times and ratified this the 27th day of July, 2007.

s/ Beverly E. Perdue
President of the Senate

s/ Joe Hackney
Speaker of the House of Representatives

s/ Michael F. Easley
Governor

Approved 7:02 p.m. this 19th day of August, 2007

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-i

SUBJECT: Efland Phase 2/Buckhorn Sanitary Sewer Scope Expansion Change Order Approval

DEPARTMENT: Asset Management Services;
Planning & Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

- 1) August 21, 2012 Board Meeting Abstract
- 2) Change Order #2

INFORMATION CONTACT:

Jeff Thompson, 919-245-2658
Craig Benedict, 919-245-2592
Kevin Lindley, 919-245-2583

PURPOSE: To authorize the County Manager to:

- execute the attached change order in the amount of \$219,257.78 related to the project scope expansion of the additional gravity sewer outfall connection between the new Brookhollow Road Lift Station and the end-of-life McGowan Creek Lift Station; and
- execute any future change orders for this project up to an amount not to exceed \$250,000 in total upon County Attorney review and not to exceed the overall project budget.

BACKGROUND: The Board may recall the update on the Efland Phase 2/Buckhorn Sanitary Sewer on August 21, 2012 (Attachment 1) that outlined the State's approval of the additional gravity sewer outfall connection and the Board's subsequent support of this initiative. Change Order #2 (attachment 2) represents the deepening of the Brookhollow Road Lift Station in anticipation of this approved additional work.

The construction bid award to J.F. Wilkerson Construction that the Board authorized on August 23, 2011 gave the Manager the authority to execute change orders up to \$250,000 in total. The Manager is not authorized at this time to execute this change order without Board approval.

FINANCIAL IMPACT: There are sufficient funds within the project to cover the attached change order in the amount of \$219,257.78.

RECOMMENDATION(S): The Manager recommends the Board:

- authorize the Manager to execute the attached change order in the amount of \$219,257.78 related to the project scope expansion of the additional gravity sewer outfall connection between the new Brookhollow Road Lift Station and the end-of-life McGowan Creek Lift Station; and
- authorize the Manager to execute any future change orders for this project up to an amount not to exceed \$250,000 in total upon County Attorney review and not to exceed the overall project budget.

COPY

Attachment 1

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: **August 21, 2012**

**Action Agenda
Item No. 5-n**

SUBJECT: Efland Phase 2/Buckhorn Sanitary Sewer Project Update

DEPARTMENT: Asset Management Services;
Planning

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

- 1) August 23, 2011 Abstract
- 2) State Approval of Gravity Outfall Loan

INFORMATION CONTACT:

Jeff Thompson, 919-245-2658
Craig Benedict, 919-245-2592
Kevin Lindley, 919-245-2583

PURPOSE: To provide the Board a project status of the Efland Phase 2/Buckhorn sanitary sewer project and change order cost reconciliation associated with the State approved deepening of the Brookhollow Road Lift Station ("BRLS").

BACKGROUND: On August 23, 2011 the Board awarded the general construction contract for this project to J.F. Wilkerson Contracting Company of Morrisville, North Carolina. Construction began soon thereafter. Sanitary sewer line work for the entire project is nearly 95% complete.

On August 23, 2011, the Board also authorized the Manager to pursue planning for an additional gravity sewer outfall connection between the new BRLS and the end-of-life McGowan Creek Lift Station ("MCLS"), due mainly to the availability of surplus State Revolving Loan funds within the project account because of the attractive construction bid well under the estimated construction cost. The August 23, 2011 abstract and its relevant section B-5 ("Relevant Alternate Outfall Engineering Design") is provided as Attachment 1. This strategy would effectively eliminate the need for a new MCLS lift station estimated to cost \$400,000 and would open up a larger section of the Efland Economic Development District to development through the availability of sanitary sewer services.

In March 2012, the State approved the allocation of State Revolving Loan funds in the amount of \$755,450 for the gravity outfall connecting the end-of-life McGowan Creek lift station to the new BRLS (note Attachment 2, "Clean Water State Revolving Fund – Notice of Intent to Fund" dated March 29, 2012). The State granted the County the loan funds for the outfall project on the merits of the County's application and the apparent loan surplus available for construction after bid opening of the original project.

On July 17, 2012 the State granted final design approval on the deepened Brookhollow Road Lift Station ("BRLS"), a step necessary to provide the capacity for the gravity outfall project. With these design approvals, the Contractor, JF Wilkerson, is preparing final pricing on the approved design and will be submitting proposed change orders to the Manager in the near

future. In an effort not slow down the project, the County Manager authorized the continuation of the work during the Board's summer break in anticipation of bringing a project reconciliation report including the lift station modifications to the Board at this first regular meeting.

The following shows the project budget and the contingency allocation to these proposed change orders estimated by the designer:

Revenues - #30042	4,848,400
Expenses Encumbered <u>and</u> Reserved for Encumbrances	
P/A/E, Easements	(637,000)
Construction	(2,942,954)
Contingency	(484,000)
Balance	784,446

Proposed change orders ("PCOs") against contingency:	
Available Contingency:	484,000
PCO1: Approved increase of force main from 6" to 8"	(30,000)
PCO2: Approved deepening of BRLS	(230,000)
PCO3: Material unit price contract reconciliation	
Buckhorn	57,000
Efland	(153,000)
Net contingency balance after change orders	128,000

PCO3 represents an estimate of the material quantities necessary for the project (rock, unsuitables, fill, etc.). This may be a series of change orders in accordance with the State's contract procedure, be it a debit or credit to the project, and will be fully reconciled once the entire project is complete.

FINANCIAL IMPACT: There are sufficient funds within the project to cover the necessary change orders.

RECOMMENDATION: The Manager recommends the Board accept this information regarding the project status of the Efland Phase 2/Buckhorn sanitary sewer project and the change order cost reconciliation associated with the State approved deepening of the Brookhollow Road Lift Station ("BRLS").

Change Order

No. 2

Date of Issuance: August 13, 2012 Effective Date: August 13, 2012

Project: Buckhorn Area North of I-85 and Efland Sewer System Improvements	Owner: Orange County, North Carolina	Owner's Contract No.: SRF: CS370884-01 STAG: XP95456411
Contract: Buckhorn Area North of I-85 and Efland Sewer System Improvements		Date of Contract: August 31, 2011
Contractor: J.F. Wilkerson Contracting Company, Inc.		Engineer's Project No.: 11.01111

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

Increase the capacity of the pump station from a 250 gpm pump station to a 550 gpm pump station. This change includes the deepening of the wet well, increase in size of the pumps, increase in generator size and change in associated piping sizes and depths.

Attachments (list documents supporting change):

Pump Station Change Summary, Revised drawings E-2.0, E-3.0, E-3.1, E-7.0, E-7.1, and E-7.2, McGill Associates letter dated July 5, 2012, and J.F. Wilkerson letters dated July 27, 2012 and July 30, 2012 (with attached cost)

CHANGE IN CONTRACT PRICE:

CHANGE IN CONTRACT TIMES:

Original Contract Price:

\$ 2,942,954.46

Original Contract Times: Working days Calendar days

Substantial completion (days or date): 450 Days

Ready for final payment (days or date): 450 Days

[Increase] [Decrease] from previously approved Change Orders No. to No. 1:

\$ 24,507.94

[Increase] [Decrease] from previously approved Change Orders No. to No. 1:

Substantial completion (days): 0 Days

Ready for final payment (days): 0 Days

Contract Price prior to this Change Order:

\$ 2,967,462.40

Contract Times prior to this Change Order:

Substantial completion (days or date): 450 Days

Ready for final payment (days or date): 450 Days

[Increase] [~~Decrease~~] of this Change Order:

\$ 219,257.78

[Increase] [~~Decrease~~] of this Change Order:

Substantial completion (days or date): 90 Days

Ready for final payment (days or date): 90 Days

Contract Price incorporating this Change

\$ 3,186,720.18

Contract Times with all approved Change Orders:

Substantial completion (days or date): 540 Days

Ready for final payment (days or date): 540 Days

RECOMMENDED:

By: [Signature]
Engineer (Authorized Signature)

Date: 21-Aug-2012

Approved by Funding Agency (if applicable):

ACCEPTED:

By: _____
Owner (Authorized Signature)

Date: _____

ACCEPTED:

By: [Signature]
Contractor (Authorized Signature)

Date: Aug 20, 2012

Date: _____

**Buckhorn Area North of I-85 and Efland Sewer System Improvements
Project
Orange County, North Carolina**

Summary of Brookhollow Pump Station Redesign Pricing

PUMP STATION BID PRICING					
77	Constructing 250 GPM Pump Station	1	LS	\$195,000.00	\$195,000.00
9	8" DIP 6'-8'	86	LF	\$40.77	\$3,506.22
26	Installing extra depth manholes above 6'	0	LF	\$123.00	\$0.00
					\$198,506.22

PUMP STATION REDESIGN PRICING					
77	Constructing 550 GPM Pump Station	1	LS	\$399,719.00	\$399,719.00
9	12" DIP 24'-26'	90	LF	\$180.00	\$16,200.00
26	Installing extra depth manholes above 6'	15	LF	\$123.00	\$1,845.00
					\$417,764.00

ANTICIPATED COST IMPACT OF PUMP STATION REDESIGN					\$219,257.78
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* NOTE: Unit price items may change due to site conditions and actual quantity installed.



July 5, 2012

Mr. Christopher Stike
Project Manager
JF Wilkerson Contracting Co., Inc.
Post Office Box 183
Morrisville, North Carolina 27560

RE: Brookhollow Pump Station Changes
Buckhorn/Efland Sewers
Orange County, North Carolina

Dear Mr. Stike:

We believe that we are at the point of having final plans for the proposed changes to modify the Brookhollow pump station and associated force main for the subject project.

Please find attached revised plan sheets E7.0, E7.1, E7.2, E3.0, E3.1, and E2.0. Changes to those plan sheets have been clouded or printed in red. Further, the technical specifications for the pump and electrical shall be modified as follows:

- Proposed pumps shall be 550 gpm at 110' TDH, 50 horsepower.
- Engine-generator set shall be rated for 150 kW at 0.8 power factor, with a minimum starting KVA at 15% voltage dip of 600 KVA.
- The two (2) circuit breakers specified to be 3 pole, 3 phase, 90-amp shall be 250 amp, from the generator and utility service. The generator mounted circuit breaker shall also be 250 amp.
- The specification requiring the engine to be 4 cycle, 276 cubic inch displacement, 1800 rpm shall be deleted.
- The sub-base fuel tank for the generator shall be 500 gallon capacity in lieu of 227 gallon.
- The automatic transfer switch shall be 200 amp in lieu of 150 amp.

There have been some additional plan changes since you last provided pricing, so please review and provide updated pricing.

E n g i n e e r i n g • P l a n n i n g • F i n a n c e

*McGill Associates, P.A. • P.O. Box 1136, Hickory, NC 28603 • 1240 19th St. Lane, NW, Hickory, NC 28601
Office: 828-328-2024 • Fax 828-328-3870*

Mr. Christopher Stike
March 30, 2012
Page 2

We appreciate JF Wilkerson's continued efforts in the construction of the Buckhorn-Efland Sewers project and look forward to the completion of a successful project. If you have any questions, please do not hesitate to contact us.

Sincerely,
McGILL ASSOCIATES, P.A.



DOUGLAS CHAPMAN, PE
Senior Project Manager

:dc

cc: Mr. Jeff Thompson, Orange County
Mr. Kevin Lindley, PE, Orange County, w/ attachments
Mr. Wes Wightman, PE, McGill Associates, PA

F:\2011 PROJECTS\11.01111 ORANGE COUNTY - Efland Buckhorn Sewer Proposal\04_Construction Phase\Correspondence\CS pump station plans 07-5-12.docx

July 27, 2012

Mr. Douglas Chapman
McGill & Associates
1240 19th St Lane NW
Hickory, NC 28601

Re: Efland Sanitary Sewer Improvements

Dear Mr. Chapman

This letter is to request the addition of a bid item not included in the original bid. The pipe from Manhole #1 to Manhole #2 had been changed from 8" DIP to 12" DIP. The depth has been changed from 6 to 8 feet deep to 24 to 26 feet deep. This depth will require Class 50 DIP with special bedding.

90 lf 12" DIP 24' to 26' @ \$180.00 lf

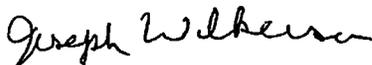
Manhole #2 will be moved away from Brookhollow Road approximately 15 feet. The revised plans will make this manhole deeper, from 5 feet to 20.8 feet. The sewer was approximately 6 feet from the cement asbestos waterline. The new alignment will decrease the change of damage to the waterline.

The increase depth of the wet well will require moving the wet well approximately 15 feet away from the property line to allow for sloping of the excavation to the new depth of 35 feet.

Both the relocation of manhole #2 and the wet well will remain in the property lines.

Sincerely

J F WILKERSON CONTRACTING COMPANY, INC


Joseph Wilkerson

JF WILKERSON CONTRACTING CO., INC.

July 30, 2012

Mr. Douglas Chapman
McGill & Associates
1240 19th St Lane NW
Hickory, NC 28601

Re: Efland Sanitary Sewer Improvements

Dear Mr. Chapman

I have enclosed the revised change order for the Efland Pump Station. Biting Electric has given \$20,533.00 reduction for the 150 KW generator. All the controls and switches did not change. Pete Duty and Associates will give a deduction of \$1,200.00. The pumps and controls have not changed. The only change is the decreased motor horsepower. I have added one item for Manhole #1 for additional depth. At the time we priced the original change order, we did not have the new depths for the manhole.

Sincerely

J F WILKERSON CONTRACTING COMPANY, INC.


Joseph Wilkerson

EFLAND SANITARY SEWER IMPROVEMENTS**PUMP STATION BREAK DOWN WITH ORIGINAL VERSUS CHANGE ORDER COSTS**

DATE: JULY 31, 2012

DESCRIPTON	ORIGINAL PS UNIT PRICE	CHANGE ORDER PS UNIT PRICE
Excavation, Installation, and Backfill Wet Well	\$ 17,500.00	\$ 59,700.00
Hauling of Excavated Material from Wet Well and Returning	\$ -	\$ 14,500.00
Installation of Piping, Pumps and Valve Vault	\$ 26,428.00	\$ 44,500.00
Wet Well (Material Only)	\$ 4,362.00	\$ 16,995.00
Wet Well Coating (Subcontractor)	\$ 5,426.00	\$ 7,806.00
Valve Vault (Material Only)	\$ 2,200.00	\$ 2,200.00
Piping (Material Only)	\$ 12,100.00	\$ 19,134.00
Electrical (Subcontractor including Generator with 150 kw priced in CO)	\$ 65,538.00	\$ 100,064.00
Additional cost to Install Concrete Ballast beyond Unit Price	\$ -	\$ 4,250.00
Crane Rental	\$ -	\$ 6,600.00
Pumps (Material Cost)	\$ 29,546.00	\$ 78,220.00
Fence (Subcontractor)	\$ 8,800.00	\$ 8,800.00
Clearing (PS Site)	\$ 10,000.00	\$ 12,000.00
Telephone Conduit	\$ 800.00	\$ 800.00
3/4" Water Service (Installation and Materials)	\$ 2,700.00	\$ 2,700.00
Site Grading	\$ 7,500.00	\$ 12,000.00
Bollards	\$ 700.00	\$ 700.00
PS Wall Mounts	\$ -	\$ 3,500.00
Fuel for Generator	\$ 1,400.00	\$ 3,280.00
Manhole # 1 (Additional Depth)	\$ -	\$ 1,970.00
TOTAL	\$ 195,000.00	\$ 399,719.00



111 West Main Street
 Raleigh, NC 27601
 P 919.888.8666
 www.cjt.com



Project:
EFLAND
SANITARY
SEWER
IMPROVEMENTS

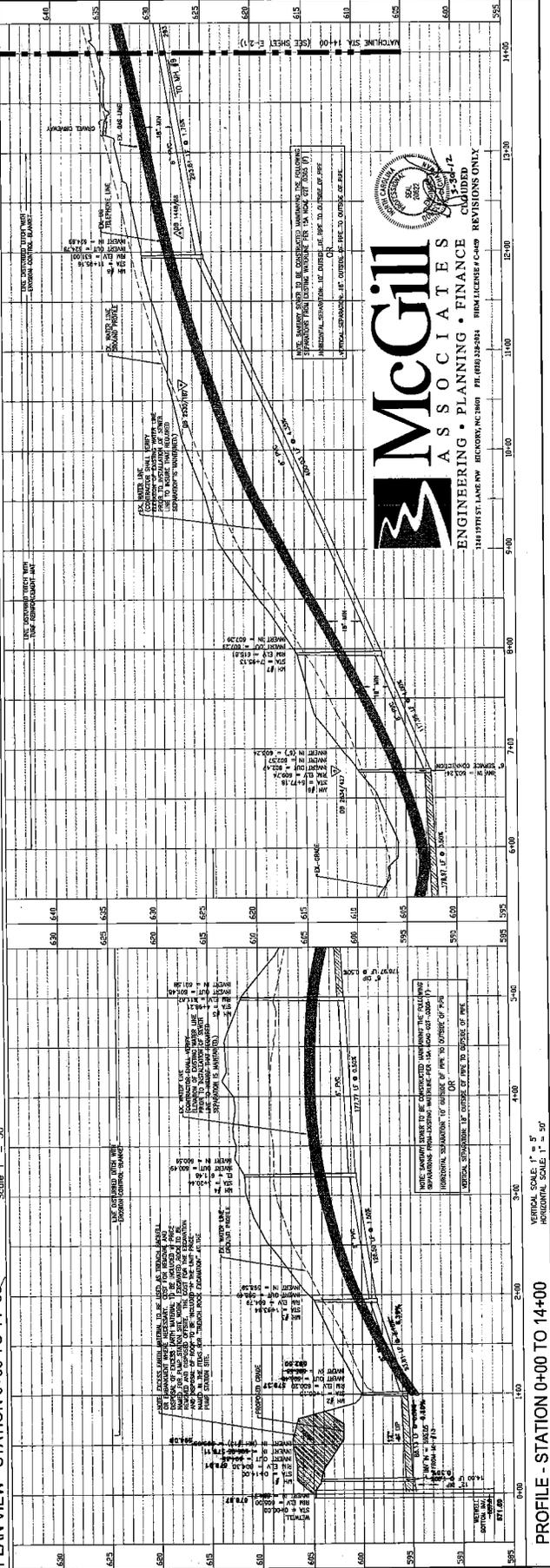
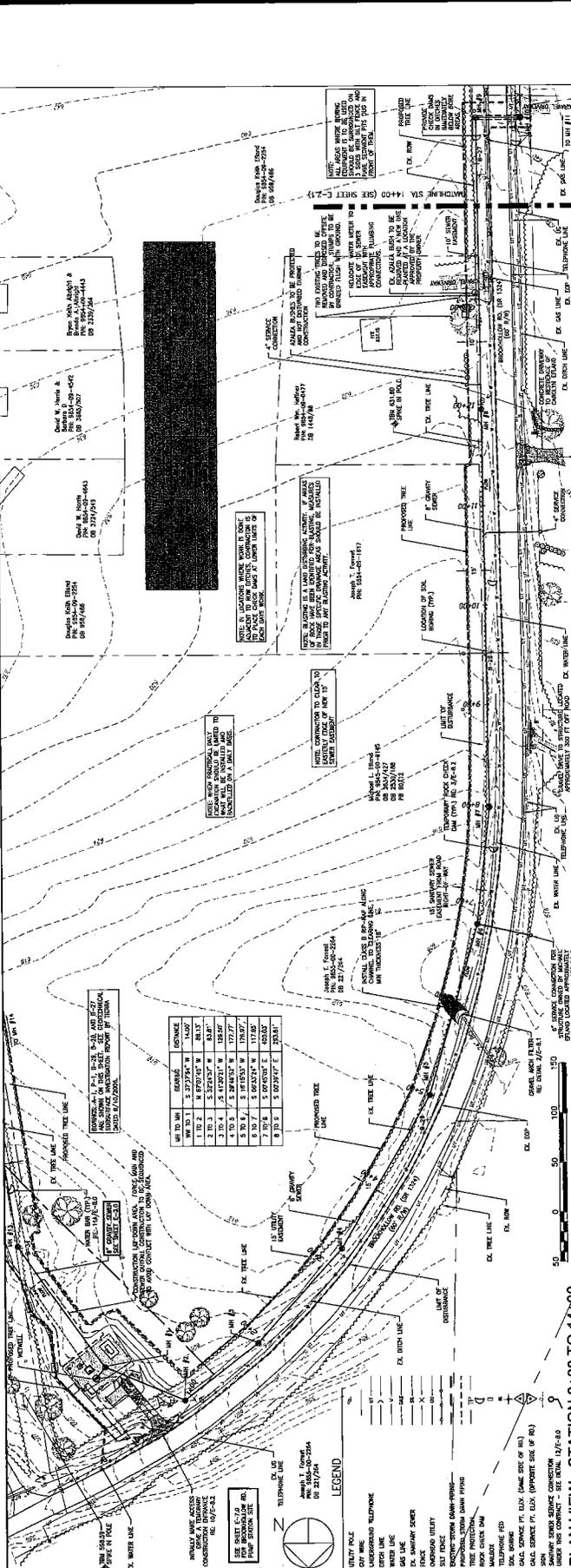
OWNER:
 CITY OF EFLAND
 300 SOUTH CAMERON ST.
 HILLSBOROUGH, NC 27278
 TELEPHONE: (919) 246-6500

PLAN / PROFILE
 STATION 0+00
 TO
 STATION 14+00

Job Number: 6189

Drawn	1/29/05
Checked	1/29/05
Designed	1/29/05
Reviewed	1/29/05
Field Notes	
Final Design	
Final Construction	

Sheet Title:
BROOKHOLLOW
ROAD
(SR 1324)
LINE #1
 Sheet Number:
E-2.0



McGill ASSOCIATES
 ENGINEERING • PLANNING • FINANCE
 1348 ST. LAURENCE ST. WICKERY, NC 27691
 PHONE: (919) 232-3241 FAX: (919) 232-3241
 REVISIONS ONLY

PLAN VIEW - STATION 0+00 TO 14+00
 PROFILE - STATION 0+00 TO 14+00
 VERTICAL SCALE: 1" = 5'
 HORIZONTAL SCALE: 1" = 50'



Project:
EFLAND SANITARY SEWER IMPROVEMENTS

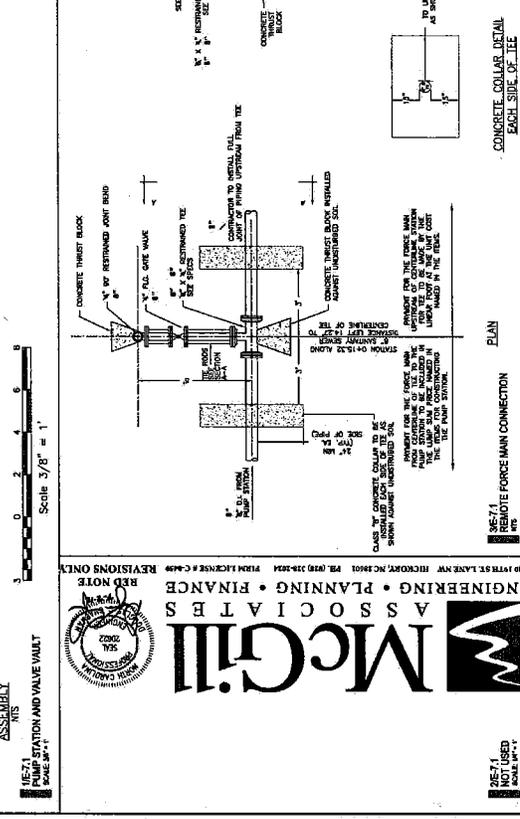
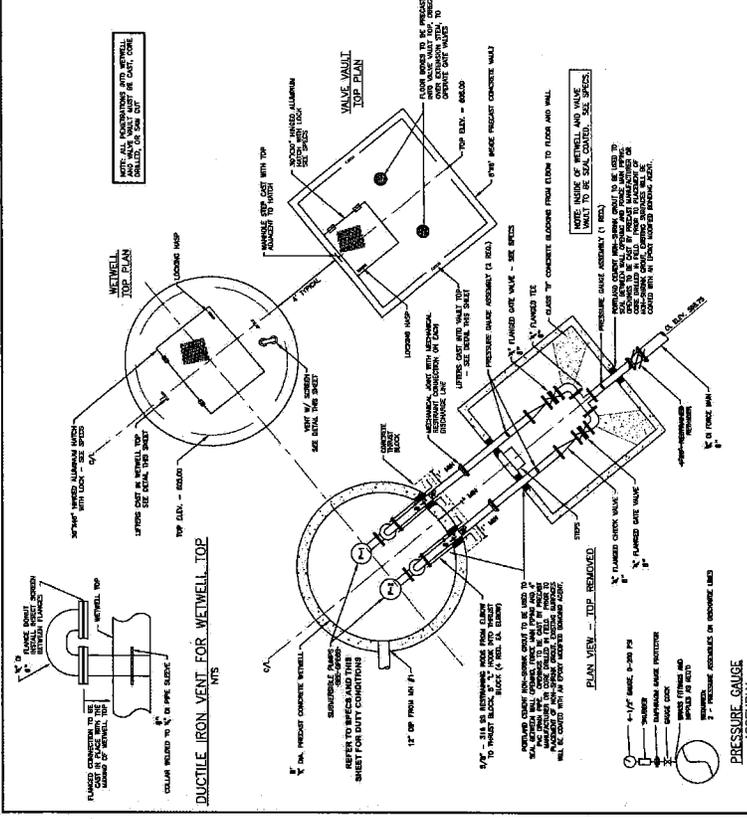
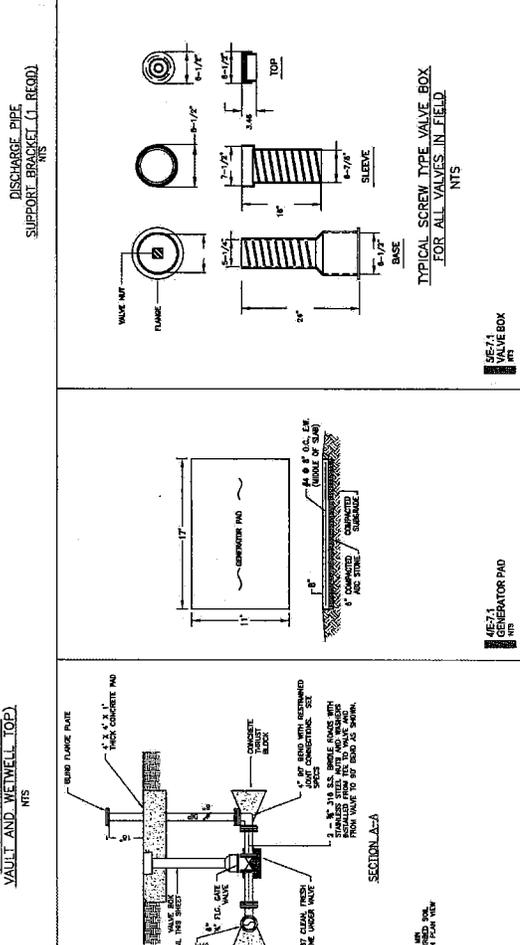
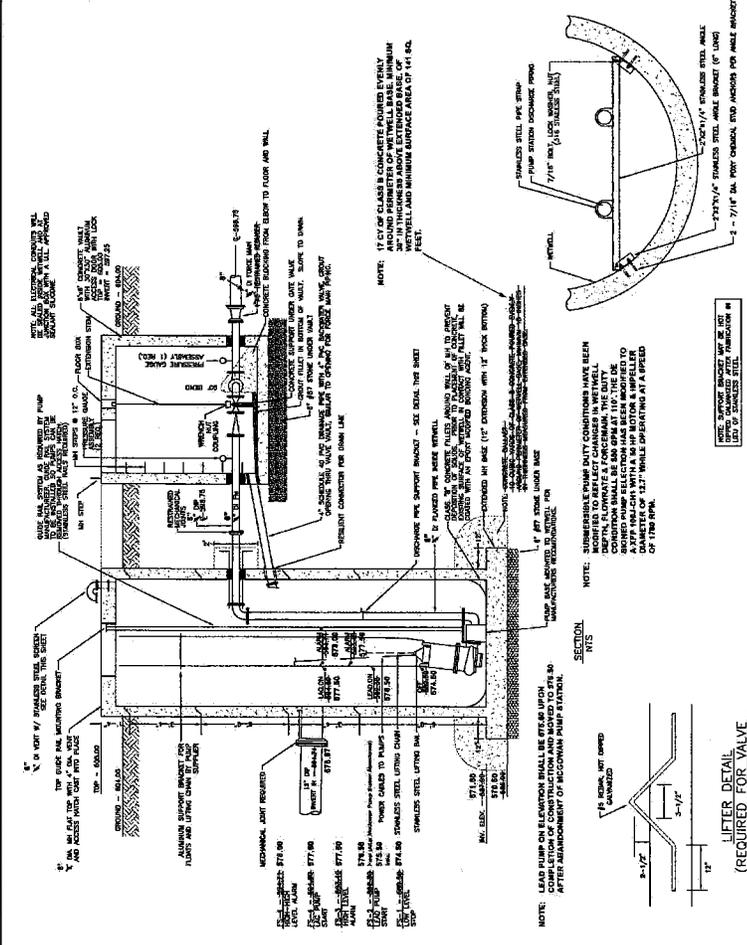
Owner:
 CHAMBERLAIN COUNTY
 200 SOUTH CAMDEN ST.
 DES MOINES, IA 50319
 TELEPHONE: (515) 282-2200

MISCELLANEOUS DETAILS

Sheet Title: **BROOKHOLLOW RD PUMP STATION**

Sheet Number: **E-7.1**

Scale: **1" = 1'**



**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-j

SUBJECT: Board of Commissioners Meeting Calendar for Year 2013

DEPARTMENT: County Commissioners

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Under Separate Cover
List of Meetings
Draft 2013 Calendar

INFORMATION CONTACT:

Chair Bernadette Pelissier
Donna Baker, 245-2130

PURPOSE: To consider final approval of the regular meeting schedule for the Board of County Commissioners for calendar year 2013.

BACKGROUND: In accordance with 143.318.12 of the North Carolina General Statutes, a schedule of regular meetings shall be filed with the Clerk to the Board of County Commissioners. The schedule must show the date, time and place of each meeting.

All meetings will begin at 7:00 p.m. unless otherwise noted.

FINANCIAL IMPACT: Not applicable

RECOMMENDATION (S): The Manager recommends that the Board approve the final schedule of regular meetings for the year 2013.

DRAFT
ORANGE COUNTY BOARD OF COMMISSIONERS
MEETING CALENDAR FOR YEAR 2013

NOTE: All meetings will begin at 7:00pm unless otherwise indicated

January 24	BOCC Regular Meeting	Hillsborough Commons (DSS Building) –Hillsborough
January 29	BOCC Work Session	Southern Human Services Center
February 1	Friday- BOCC Retreat <i>(note: meeting to be from 9:00am-4:00pm)</i>	Southern Human Services Center-Chapel Hill
February 5	BOCC Regular Meeting	Hillsborough Commons (DSS Building) –Hillsborough
February 7-8	Manager's Winter Conference	<i>TBD</i>
February 12	BOCC Budget/Work Session (with budget)	Southern Human Services Center – Chapel Hill
February 19	BOCC Regular Meeting	Southern Human Services Center –Chapel Hill
February 21	BOCC Joint meeting with Town of Hillsborough	Link Government Services Center –Hillsborough
February 25	Quarterly Public Hearing	Hillsborough Commons (DSS Building) –Hillsborough
March 2-6	NACo Legislative Conference	Washington, D.C.
March 7	BOCC Regular Meeting	Hillsborough Commons (DSS Building) –Hillsborough
March 11	Legislative Breakfast Meeting <i>(note: meeting to start at 8:30am)</i>	Solid Waste Operations Center-Chapel Hill
March 12	BOCC Dinner Meeting with Advisory Board <i>(note: meeting to start at 5:30pm)</i>	Link Government Services Center - Hillsborough
March 12	BOCC Budget-CIP/Work Session <i>(note: meeting to start at 7:00pm)</i>	Link Government Services Center –Hillsborough
March 19	BOCC Regular Meeting	Southern Human Services Center –Chapel Hill
March 21	Joint Meeting with Town of Chapel Hill	Southern Human Services Center –Chapel Hill
March 26	County Clerk and County Attorney Evaluation (closed sessions) <i>(note: meeting to start at 6:00pm)</i>	Link Government Services Center –Hillsborough
April 9	BOCC Regular Meeting	Hillsborough Commons (DSS Building) –Hillsborough
April 11	BOCC Budget Work Session	Southern Human Services Center – Chapel Hill

April 16	BOCC Advisory Board Dinner Meeting –DSS (<i>note: meeting to start at 5:30pm</i>)	Link Government Services Center –Hillsborough
April 16	BOCC Work Session (<i>note: meeting to start at 7:00pm</i>)	Link Government Services Center –Hillsborough
April 23	BOCC Regular Meeting	Southern Human Services Center-Chapel Hill
April 25	BOCC Joint Meeting with School Boards	Hillsborough Commons (DSS Building) – Hillsborough
May 7	BOCC Regular Meeting	Hillsborough Commons (DSS Building) – Hillsborough
May 9	BOCC Budget Work Session	Southern Human Services Center – Chapel Hill
May 14	BOCC Work Session	Link Government Services Center- Hillsborough
May 21	BOCC Regular Meeting	Southern Human Services Center – Chapel Hill
May 23	BOCC Budget Public Hearing	Hillsborough Commons (DSS Building) – Hillsborough
May 28	Quarterly Public Hearing	Hillsborough Commons (DSS Building) –Hillsborough
May 30	BOCC Budget Public Hearing	Southern Human Services Center – Chapel Hill
June 4	BOCC Regular meeting	Hillsborough Commons (DSS Building) – Hillsborough
June 6	BOCC Budget Work Session	Southern Human Services Center –Chapel Hill
June 11	BOCC Budget Work Session	Southern Human Services Center –Chapel Hill
June 13	BOCC Budget Work Session	Southern Human Services Center – Chapel Hill
June 18	BOCC Regular Meeting	Southern Human Services Center –Chapel Hill
June 20-21	NC City/County Manager’s Summer Conference	<i>TBD</i>
July 19-22	NACo Conference	Tarrant County/Ft. Worth, Texas
August 22-25 (<i>Tentative</i>)	NCACC Conference	<i>Tentative</i> – Guilford County
September 5	Regular BOCC Meeting	Hillsborough Commons (DSS Building) – Hillsborough
September 9	Quarterly Public Hearing	Hillsborough Commons (DSS Building)- Hillsborough
September 17	BOCC Regular Meeting	Southern Human Services Center –Chapel Hill

September 19	TENTATIVE- BOCC Joint Meeting with Town of Mebane <i>(note: meeting starts at 6:00pm)</i>	Link Government Services Center- Hillsborough
September 26	Joint Meeting with School Boards	Southern Human Services Center –Chapel Hill
October 1	Regular BOCC Meeting	Hillsborough Commons (DSS Building) – Hillsborough
October 3	Joint Meeting with the Fire Departments	Hillsborough Commons (DSS Building) – Hillsborough
October 8	BOCC Dinner Meeting with Advisory Board <i>(note: meeting starts at 5:30pm)</i>	Link Government Services Center –Hillsborough
October 8	BOCC Work Session <i>(note: meeting starts at 7:00pm)</i>	Link Government Services Center – Hillsborough
October 15	Regular BOCC Meeting	Southern Human Services Center –Chapel Hill
October 17	BOCC Joint Meeting with Town of Carrboro	Southern Human Services Center –Chapel Hill
October 22	Manager’s Evaluation (closed session)	Link Government Services Center –Hillsborough
November 5	Regular BOCC Meeting	Hillsborough Commons (DSS Building) - Hillsborough
November 12	BOCC Work Session	Southern Human Services Center –Chapel Hill
November 19	BOCC Regular Meeting	Southern Human Services Center – Chapel Hill
November 21	Assembly of Governments Meeting	Southern Human Services Center-Chapel Hill
November 25	Dinner Meeting with Planning Board <i>(meeting to begin at 5:30pm)</i>	Link Government Services Center –Hillsborough
November 25	Quarterly Public Hearing <i>(meeting to start at 7:00pm)</i>	Hillsborough Commons (DSS Building) - Hillsborough
December 2	Regular BOCC Meeting (Organizational Meeting)	Central Orange Sr. Center (next to Sportsplex) – Hillsborough
December 17	Regular BOCC Meeting	Southern Human Services Center-Chapel Hill

Link Government Services Center, 200 S. Cameron St., Hillsborough
DSS Building, Hillsborough Commons, 113 Mayo Street, Hillsborough
Southern Human Services Center, 2501 Homestead Rd., Chapel Hill
Central Orange Senior Center, 103 Meadowlands Drive, Hillsborough
(next to Sportsplex)
Solid Waste Operations Center, 1207 Eubanks Road, Chapel Hill, NC

January							February							March									
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
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13	14	15	16	17	18	19	10	11	S 12	13	14	15	16	10	SW 11	G 12	13	14	15	16			
20	21	22	23	D 24	25	26	17	18	S 19	20	G 21	22	23	17	18	S 19	20	S 21	22	23			
27	28	S 29	30	31			24	D 25	26	27	28			24	25	G 26	27	28	29	30			
														31									
29th 7:00 Work Session							1th 9:00 AM - 4:00 PM - RETREAT							2nd - 6th NACo Leg Conf Washington DC									
							7th-8th Mgr Winter Conference							11th 8:30 AM Legislative Breakfast									
							12th 7:00 Wk Ses (Bud Wk Ses)							12th 5:30 pm Din 7:00 CIP/Wk Ses									
							21st 7:00 pm Town of Hillsborough							21st 7:00 pm Town of Chapel Hill									
							25th 7:00 QPH							26th 6:00 Attorney/Clerk Evaluation									
April							May							June									
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
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14	15	G 16	17	18	19	20	12	13	G 14	14	16	17	18	9	10	S 11	12	S 13	14	15			
21	22	S 23	24	D 25	26	27	19	20	S 21	22	D 23	24	25	16	17	S 18	19	20	21	22			
28	29	30					26	27	D 28	29	S 30	31		23	24	25	26	27	28	29			
														30									
11th 7:00 Budget Work Session							9th 7:00 Budget Work Session							6th 7:00 Budget Work Session									
16th 5:30 PM Dinner 7:00 PM Wk Ses							14th 7:00 PM Work Session							11th 7:00 Budget Work Session									
25th 7:00 PM Schools							23rd 7: PM Budget Public Hearing							13th 7:00 Budget Work Session									
							28th 7:00 QPH							20th-21st Mge Summer Conference									
							30th 7:00 PM Budget Public Hearing																
July							August							September									
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
	1	2	3	4	5	6					1	2	3	1	2	3	4	D 5	6	7			
7	8	9	10	11	12	13	4	5	6	7	8	9	10	8	D 9	10	11	12	13	14			
14	15	16	17	18	19	20	11	12	13	14	15	16	17	15	16	S 17	18	G 19	20	21			
21	22	23	24	25	26	27	18	19	20	21	22	23	24	22	23	24	25	S 26	27	28			
28	29	30	31				25	26	27	28	29	30	31	29	30								
19th - 22nd NACo Tarrant Co/Ft Worth Tex							2th - 25 NCACC Guilford Co Tentative							9th 7:00 QPH									
														19th 7:00 pm City of Mebane									
														26th 7:00 PM Schools									
October							November							December									
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S			
		D 1	2	D 3	4	5						1	2	1	C 2	3	4	5	6	7			
6	7	G 8	9	10	11	12	3	4	D 5	6	7	8	9	8	9	10	11	12	13	14			
13	14	S 15	16	S 17	18	19	10	11	S 12	13	14	15	16	15	16	S 17	18	19	20	21			
20	21	G 22	23	24	25	26	17	18	S 19	20	S 21	22	23	22	23	24	25	26	27	28			
27	28	29	30	31			24	D 25	26	27	28	29	30	29	30	31							
3rd 7:00 PM Fire Departments Wk Ses							12th 7:00 PM Work Session																
8th 5:30 PM Dinner 7:00 PM Wk Ses							21st 7:00 pm AOG																
17th 7:00 pm Town of Carrboro?							25th 5:30 PM Din GSC 7:00 QPH DSS																
22nd 7:00 PM Mgr Evaluation																							
Holidays 11							D Dept of Soc Services 16							Dates to work around									
Regular BOCC Meetings 19							S Southern Human Services Cent 24							4th Wed TJCOG									
Work Sessions 7							G Link Government Ser Cent 11							1st Wed Planning Board									
Dinner Meetings 4							C Orange Central Senior Center 1							Chapel Hill Town Council Meets 2nd & 4th Mon									
Budget Work Sessions 5							SW Solid Waste 1							Hillsborough Town Board Meets 2nd & 4th Mon									
Budget Public Hearings 2							Total Meeting Days 53							Carrboro Board of Aldermen Meets Every Tuesday except the 5th									
Quarterly Public Hearings 4														CHSCS Board Meets 1st & 3rd Thursday									
Assembly of Governments 1														Orange County School Bd meets 1st & 3rd Mon									
School Boards 2							Meeting days 49							BREAKS Winter Break Dec 12,2012-Jan 24,2013 Spring Break April 1-April 5 Summer Break June 26-Sept 1 Fall Break Oct 28-Nov 1									
Closed Sessions 2							Two meetings same day 4																
Towns 4							Total Meetings 53																
Legislative Breakfast 1																							
Retreat 1																							
Fire Departments 1																							
Total Meetings 53																							

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 5-k

SUBJECT: Change in BOCC Regular Meeting Schedule for 2012

DEPARTMENT: County Commissioners

PUBLIC HEARING: (Y/N)

No

ATTACHMENT (S):

INFORMATION CONTACT:

Donna Baker, 245-2130
Clerk to the Board

PURPOSE: To consider one change to the County Commissioners' regular meeting calendar for 2012.

BACKGROUND: Pursuant to North Carolina General Statute 153A-40, the Board of County Commissioners must fix the time and place of its meetings or provide a notice of any change in the Regular Meeting Schedule by:

- Changing the location of the BOCC meeting scheduled for Thursday, November 8, 2012 **FROM** the DSS Offices, 113 Mayo Street, **TO** the Central Orange Senior Center (Adjoining Triangle SportsPlex), 103 Meadowlands Drive, Hillsborough, N.C.

FINANCIAL IMPACT: In order to insure that the sound quality is adequate at the November 8, 2012 meeting, Asset Management Services will need to engage the services of Custom Light and Sound at a cost of approximately \$500 (delivery, set-up and management of rental sound equipment).

RECOMMENDATION (S): The Manager recommends the Board amend its regular meeting calendar for 2012 by:

- Changing the location of the BOCC meeting scheduled for Thursday, November 8, 2012 **FROM** the DSS Offices, 113 Mayo Street, **TO** the Central Orange Senior Center (Adjoining Triangle SportsPlex), 103 Meadowlands Drive, Hillsborough, N.C.

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 7-a

SUBJECT: Employee Health Insurance and Other Benefits for 2013

DEPARTMENT: Human Resources

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

- A. 2013 Renewal Option Costs Detail for Active Employees and Pre-65 Retirees
- B. Comparison of Plan Designs
- C. Responses to Questions Raised at the 9/11/12 BOCC Work Session

INFORMATION CONTACT:

Nicole Clark, Human Resources
Director, (919) 245-2552
Diane Shepherd, Benefits Manager,
(919) 245-2558
John Roberts, County Attorney, (919)
245-2318

PURPOSE: To consider the County Manager's recommendations for employee health insurance and other benefits for the 2013 calendar year.

BACKGROUND: The County provides employees with a comprehensive benefits plan including County-paid health, dental and life insurance, an employee assistance program, flexible compensation plan and paid leave for permanent employees. Additionally, the County contributes to the Local Governmental Employees' Retirement System and a supplemental retirement plan for each permanent employee.

Staff provided information relating to FY 2012-13 employee benefits at work sessions on June 7, 2012 and September 11, 2012, and in the County Manager's recommended budget for FY 2012-13. The FY 2012-13 Approved Budget includes funds for up to a 23.0% health insurance premium increase effective January 1, 2013.

2013 Benefit Plans

The following employee benefits are recommended for implementation for the 2013 calendar year:

Health Care

UnitedHealthcare has provided options for the 2013 employee health insurance benefits, including renewal of the existing 2012 plan and with enhancements. Premiums for the renewal and two enhancement options are shown on Attachment A. Attachment B provides details of the renewal and enhancement options. Attachment C captures questions and comments raised by the Board of County Commissioners during the September 11, 2012 Work Session and staff responses.

FINANCIAL IMPACT: Attachment A includes the estimated costs of the health insurance options.

RECOMMENDATION(S): The Manager recommends the Board:

- *Approve the renewal of the fully-insured health insurance plans with UnitedHealthcare, choosing one of the following options:*
 - *Option 1, with an overall premium increase of 8.51%, or*
 - *Option 2, with an overall premium increase of 13.14%.*

**Current and Renewal Costs Detail for Active Employees
and Pre-65 Retirees**

Fully-Insured Options Effective January 1, 2013

				Monthly Costs			Calendar Year Costs		
Current Plans	POS (Point of Service)	Individual	464	\$579	\$579	\$0	\$3,221,589	\$3,221,589	\$0
		Ind/Children	163	\$937	\$732	\$205	\$1,833,398	\$1,431,569	\$401,829
		Ind/Spouse	72	\$1,221	\$853	\$368	\$1,054,797	\$737,027	\$317,770
		Family	49	\$1,736	\$1,073	\$663	\$1,020,633	\$630,983	\$389,650
		Total	748				\$7,130,417	\$6,021,168	\$1,109,249
	High Deductible Plan*	Individual	104	\$579	\$579	\$0	\$722,080	\$722,080	\$0
		Ind/Children	45	\$873	\$732	\$142	\$471,631	\$395,218	\$76,412
		Ind/Spouse	18	\$1,106	\$853	\$253	\$238,978	\$184,257	\$54,721
		Family	29	\$1,530	\$1,073	\$456	\$532,290	\$373,439	\$158,852
		Total	196				\$1,964,979	\$1,674,994	\$289,985
				Renewal Totals			\$9,095,396	\$7,696,162	\$1,399,234
United Health Care Renewal	POS (Point of Service)	Individual	464	\$621	\$621	\$0	\$3,456,447	\$3,456,447	\$0
		Ind/Children	163	\$1,006	\$778	\$228	\$1,967,051	\$1,521,222	\$445,830
		Ind/Spouse	72	\$1,310	\$908	\$402	\$1,131,693	\$784,257	\$347,436
		Family	49	\$1,862	\$1,144	\$719	\$1,095,038	\$672,558	\$422,480
		Total	748				\$7,650,230	\$6,434,484	\$1,215,746
	High Deductible Plan*	Individual	104	\$613	\$613	\$0	\$765,336	\$765,336	\$0
		Ind/Children	45	\$930	\$778	\$152	\$501,952	\$419,969	\$81,982
		Ind/Spouse	18	\$1,180	\$908	\$272	\$254,774	\$196,064	\$58,710
		Family	29	\$1,634	\$1,144	\$490	\$568,475	\$398,044	\$170,431
		Total	196				\$2,090,537	\$1,779,414	\$311,123
				Renewal Totals			\$9,740,767	\$8,213,899	\$1,526,869
United Health Care Option 1 with Enhancements	POS (Point of Service)	Individual	464	\$631	\$631	\$0	\$3,514,410	\$3,514,410	\$0
		Ind/Children	163	\$1,023	\$778	\$245	\$2,000,049	\$1,521,222	\$478,827
		Ind/Spouse	72	\$1,332	\$908	\$424	\$1,150,675	\$784,257	\$366,418
		Family	49	\$1,894	\$1,144	\$750	\$1,113,402	\$672,558	\$440,844
		Total	748				\$7,778,536	\$6,492,447	\$1,286,089
	High Deductible Plan*	Individual	104	\$613	\$613	\$0	\$765,336	\$765,336	\$0
		Ind/Children	45	\$930	\$778	\$152	\$501,952	\$419,969	\$81,982
		Ind/Spouse	18	\$1,180	\$908	\$272	\$254,774	\$196,064	\$58,710
		Family	29	\$1,634	\$1,144	\$490	\$568,475	\$398,044	\$170,431
		Total	196				\$2,090,537	\$1,779,414	\$311,123
				Option 1 Totals			\$9,869,073	\$8,271,861	\$1,597,212
United Health Care Option 2 with Enhancements and Obesity	POS (Point of Service)	Individual	464	\$659	\$659	\$0	\$3,668,254	\$3,668,254	\$0
		Ind/Children	163	\$1,067	\$807	\$260	\$2,087,600	\$1,579,303	\$508,297
		Ind/Spouse	72	\$1,390	\$943	\$447	\$1,201,038	\$814,855	\$386,183
		Family	49	\$1,976	\$1,190	\$787	\$1,162,141	\$699,487	\$462,654
		Total	748				\$8,119,032	\$6,761,898	\$1,357,134
	High Deductible Plan*	Individual	104	\$636	\$636	\$0	\$793,354	\$793,354	\$0
		Ind/Children	45	\$966	\$807	\$159	\$521,597	\$436,004	\$85,593
		Ind/Spouse	18	\$1,227	\$943	\$284	\$265,008	\$203,714	\$61,295
		Family	29	\$1,701	\$1,190	\$511	\$591,913	\$413,982	\$177,931
		Total	196				\$2,171,872	\$1,847,053	\$324,819
				Option 2 Totals			\$10,290,904	\$8,608,952	\$1,681,953

*All High Deductible Plans include an annual County contribution to a Health Savings Account of \$1,237.20.

\$103.10 per month

Comparison of Plan Designs
2013 Orange County Health Insurance Renewal and Options

In-Network Service (Out of Network Services available, but not shown)	High Deductible Plan with Health Savings Account Renewal and Options 1 and 2	POS Renewal (107.10%)*	POS Option 1 (108.51%)*	POS Option 2 (113.14%)*
Primary Care Physician Visits	80% after Deductible	\$20	\$20, includes minor surgery and lab work	\$20, includes minor surgery and lab work
Specialist Physician Visits	80% after Ded.	\$40	\$40	\$40
Preventive Care	100%	100%	100%	100%
Individual Deductible	\$1,500	\$500	\$500	\$500
Deductible - Family Maximum	\$3,000	\$1,500	\$1,500	\$1,500
Coinsurance Limit - Individual	\$2,000	\$1,000	\$1,000	\$1,000
Coinsurance Limit - Family Max	\$2,000	\$3,000	\$3,000	\$3,000
Maximum Out of Pocket (Deductible + Coinsurance)	\$3,500 Individual/ \$5,000 family	\$1,500 Individual/ \$4,500 family	\$1,500 Individual/ \$4,500 family	\$1,500 Individual/ \$4,500 family
In-patient and Outpatient Hospital Services	80% after Ded.	80% after Ded.	80% after Ded.	80% after Ded.
Emergency Room	80% after Ded.	\$150	\$150	\$150
Pharmacy	80% after Ded.	\$8/\$25/\$45	\$4/\$25/\$45	\$4/\$25/\$45
Generic Prescriptions	80% after Ded.	\$8/\$25/\$45	\$4	\$4
County Contribution to Health Savings Account	\$1,237.20	Not available	Not available	Not available
Obesity Surgery	Available with Option 2 only	Not available	Not available	Available

*Total premium increase percentage that includes the High Deductible Plan and POS straight renewal, Option 1 and Option 2

Option 1

Same benefits as the renewal, with enhancements to the Point of Service Plan:

- Simple labs (e.g., throat cultures) included with In-Network office co-pay (covered at 100%)
- Minor in-office surgery (e.g., mole removals) included with In-Network office co-pays (covered at 100%)
- Pharmacy co-pays of \$4/\$25/\$45, and all generics placed in Tier 1 (some brand name prescriptions remain in Tier 1)

Option 2

Same benefits as Option 1, with the addition of certain morbid obesity treatment (e.g., gastric bypass, gastric banding) to both Point of Service and High Deductible Plan.



Orange County Human Resources Department

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Hillsborough, NC 27278

Nicole M. Clark, SPHR, IPMA-CP
Director

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MEMORANDUM

To: Frank W. Clifton, County Manager

From: Nicole M. Clark, Human Resources Director

Date: September 21, 2012

Subject: Responses to Questions from the September 11, 2012 Work Session

At the September 11, 2012 Work Session, there were several questions raised by the Commissioners with regards to employee benefits. Listed below are the questions and responses:

- Question:** Commissioner Jacobs asked if we could ask employees whether or not they would be willing to accept fewer benefits if they could switch to a provider they would rather have.

Response: This question will be asked during a series of upcoming focus groups.
- Comment:** In light of the recent changes to eligibility requirements for retiree health insurance for employees hired on or after July 1, 2012, Commissioner Foushee stated that the Commissioners should have comparable requirements for equity's sake.

Response: County Attorney John Roberts researched the legislation and found that Orange County grants commissioners benefits after 8 years of service to the county. In 2009, the General Assembly passed a law that authorizes counties to grant commissioners benefits after a minimum of 10 years of service. This 2009 law pre-empts the County's policy and applies to all commissioners elected after 2009.
- Question:** Commissioner Jacobs clarified that the renewal increase was less than budgeted and asked if the excess could be applied to employee wellness.

Response: Any excess reverts to the unassigned fund balance. Employee wellness will be a topic during the series of upcoming focus groups.
- Question:** Commissioner Yuhasz asked if there was anything the County could do to make sure employees get better service from UnitedHealthcare.

Response: Employees can continue to voice their concerns to Human Resources and those concerns will be shared with UnitedHealthcare during quarterly meetings. UnitedHealthcare will also attend at least one focus group to discuss customer service.

5. **Question:** Commissioner Hemminger asked to allow a gap in the continuous service eligibility for retiree health insurance for employees who have to take an extended amount of time off.

Response: Employees on extended leave (paid or unpaid) are still considered employees with no interruption in service in the Local Government Employee's Retirement System.

CC: Clarence G. Grier, Assistant County Manager, CFO
John Roberts, County Attorney
Diane Shepherd, Benefits Manager

ORD-2012-043

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

Action Agenda

Item No. 7-b

SUBJECT: Approval of the Purchase of SunGard-OSSI E911 Computer Aided Dispatch System and Budget Amendment #2-B

DEPARTMENT: Emergency Services

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

June 5, 2012 Board Meeting Abstract –
Recommendations from the
Emergency Services Workgroup for
VIPER Radio System Improvements
and Communication Equipment
Improvements

INFORMATION CONTACT:

Michael Talbert, 245-2308
F. R. Montes de Oca, 245-6100

PURPOSE: To approve the purchase of the SunGard-OSSI E911 Computer Aided Dispatch system as recommended by the Emergency Services Workgroup; and approval of Budget Amendment #2-B.

BACKGROUND: Since 1992 Orange County has utilized a Computer Aided dispatch system from Logistic Systems (Logysis), the current vendor. The technology is outdated, unable to meet current demands and should be replaced in order to accommodate system needs. OSSI has a complete package that will provide a robust, efficient system with needed features. The system supports data sharing between agencies and across jurisdictions; improves employee productivity by simplifying repetitive tasks; and delivers real-time information across the entire Emergency Services' spectrum including law enforcement, fire, rescue, and emergency medical services (EMS). The proposal includes a turn-key hardware, software, and services solution and can be partially funded by 9-1-1 Emergency Telephone System funds.

The SunGard OSSI-CAD System has been reviewed and recommended by the members of the Emergency Services Workgroup. On September 5, 2012, Emergency Services held a demonstration of the system for all stakeholders. The system was well-received by the stakeholders. That was the first in a series of many meetings Emergency Services will host with stakeholders to ensure all users have a voice in the development of this new system. Alamance, Chatham and Durham counties also currently use the OSSI CAD system, which will allow for easier integration and interoperability throughout the region.

Below is a listing of the OSSI features and applications included with the purchase of the system that stakeholders consider essential to take advantage of all of the functionality to meet Orange County's needs.

OSSI Features	
Alpha-Numeric Paging	The Alpha-Numeric Paging Module automatically sends an alpha-numeric page to responding units upon dispatch. In addition, the paging module can send individual personalized messages to specific pagers directly from CAD.
Automatic Vehicle Locator (AVL) Display	The Automatic Vehicle Locator (AVL) software for the OSSI CAD workstation allows the communicator to view/track/find mobile units in the field.
CAD Status Resource Monitor	SunGard Public Sector's OSSI CAD Status Resource Monitor allows the user to view OSSI CAD activity and various calls for service reports.
CAD-to-CAD (C2C) Event Transfer	The C2C Module allows an agency to transfer events between two independent OSSI CAD systems. This is a powerful feature for a dispatch center handling emergency calls that need routing to another dispatch center. C2C uses an established network or an Internet connection to transfer calls from the communication center receiving the calls to the agency responding to the calls.
E-911 Interface	The OSSI CAD E-911 Interface provides a seamless interface with any commercially available E-911 system via a serial interface to the controller's CAD port and immediate map support to a communicator.
Rip and Run	The Rip and Run Module allows for remote call (printing and/or faxing) notifications at Fire/EMS stations. It provides a short dispatch report with calls for service information. When all units clear the call, each dispatched station receives the full radio/event log CAD event report.
State/NCIC Queries (Message Switch)	SunGard Public Sector's OSSI Message Switch Application equips agencies with technology to exchange information without voice channels over the radio network. OSSI Message Switch supports voiceless dispatch; status updates; car-to-car messaging; car-to-CAD messaging; and queries to access information from their vehicles, including local, state, and national warrant checks, stolen vehicle and property information, mug shots, and records management information.
FIREHOUSE Software® Interface	The ACS FIREHOUSE Software Interface allows OSSI CAD to provide transfer call information to the FIREHOUSE Fire RMS, including call incident number, units, and times.
PageGate Interface	PageGate software allows the CAD Paging Module to interface with the PageGate third-party product. PageGate allows multiple paging service providers.
Zoll PCR Interface	This is a one-way interface from OSSI CAD to Zoll. OSSI CAD will push basic incident/event data and various time stamps for the units involved to the Zoll Application.
Crime Analysis Plus	Crime Analysis Plus, a stand-alone application within its OSSI Public Safety Software Solutions Suite. This new application helps crime analysts to perform predictive future-crime analysis, identify high crime areas, and pin-map events, while helping eliminate hours of research and mapping.
OpsCAD	OpsCAD is a browser-based application that provides remote view-only access to the agency's OSSI CAD system. The application provides a secure method for an agency to view open/active calls, available/active units, and search event history. If the agency is using the OSSI CAD Mapping program, active calls may be displayed graphically on a remote map.
Mobile Server Software	The mobile server software allows the OSSI MCT Client to communicate with the server using a secure VPN connection. The MCT allows users to see active calls, mark unit status, and receive digital dispatch information through a laptop.

On June 5, 2012 the Board approved a recommendation from the Emergency Services Workgroup to include the purchase of the SunGard OSSI-CAD System in the Annual Budget for Fiscal Year 2012-2013. If the purchase is approved, Emergency Services will work with all stakeholders to insure that the installation and setup of the system will meet the needs of all

stakeholders. The OSSI-CAD System will be ordered when the contract is signed, and the System will be fully operational in 12 months. The County Attorney has reviewed the SunGard Contract.

FINANCIAL IMPACT: Total projected project cost was estimated to be \$640,000, to be financed over five years, with only \$128,000 (the first year's payment) included in the Capital Investment Plan (CIP). The actual cost of the OSSI-CAD System is \$589,875. The North Carolina 911 Board has approved in writing the use of \$485,478 of E911 Emergency Telephone System Funds for this project. The Fund Balance in the account now exceeds \$900,000. With the availability of E911 Emergency Telephone System Funds, financing the project of five years is no longer necessary. Budget Amendment #2-B appropriates \$485,478 from the E911 Emergency Telephone System Fund Balance and \$104,397 from the General Fund's Fund Balance to complete the purchase.

Budget Amendment #2-B

Communications System Improvements Project:

Project # 30061

Revenues for this project:

	FY2012-13 Original Budget	October 2, 2012 Amendment	FY 2012-13 Revised
Alternative Financing	\$192,000		\$192,000
Transfer from E911 Funds	100,000	385,478	485,478
Transfer from General Fund		104,397	104,397
Total Project Revenues	\$292,000	\$489,875	\$781,875

Appropriated for this project:

	FY2012-13 Original Budget	October 2, 2012 Amendment	FY 2012-13 Revised
Equipment	\$292,000	\$ 489,875	\$781,875
Total Project Appropriation	\$292,000	\$489,875	\$781,875

RECOMMENDATION(S): The Manager recommends that the Board approve the purchase of the SunGard-OSSI E911 Computer Aided Dispatch system, authorize the Chair to sign the contract, and approve Budget Amendment #2-B.

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

COPY

ACTION AGENDA ~~ITEM~~ ABSTRACT

Meeting Date: June 5, 2012

Action Agenda

Item No. 7-d

SUBJECT: Recommendations from the Emergency Services Workgroup for VIPER Radio System Improvements and Communication System Improvements

DEPARTMENT: Emergency Services

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

1. County Capital Investment Plan for Emergency Services
2. Revised Capital Investment Plan for Communication System Improvements
3. VIPER Tower Sites Worksheet
4. VIPER Tower VHF Antenna Sites Map

INFORMATION CONTACT:

F. R. Montes de Oca, 245-6100
Michael Talbert, 245-2153

PURPOSE: To receive recommendations from the Emergency Services Workgroup for VIPER (Voice Interoperability Plan for Emergency Responders) Radio System Improvements and Communication System Improvements included in the Capital Investment Plan for Fiscal Year 2012-13 and incorporate the recommendations as appropriate into the approval of the Fiscal Year 2012-13 Annual Budget.

BACKGROUND: At the May 15, 2012 regular meeting, the Manager presented the Board with the Recommended Fiscal Year 2012-13 Annual Operating Budget and 2012-17 Capital Investment Plan.

VIPER Radio System

On April 10, 2012, Mike Hodgson, Manager of the VIPER system for the North Carolina State Highway Patrol, met with the Emergency Services Workgroup. The best option for Orange County to eliminate busy signals is by placing an optimum number of channels on each existing communications tower. Equipment and hardware on the existing towers in Orange County as well as the surrounding areas would need to be upgraded to allow for increased system capacity to reduce busy signals received by field units during times of high demand. Channels and additional equipment would need to be added to the following locations based on the most current information from the state:

- Chatham Site: 3 channels/1 combiner
- Hillsborough Site: 2 channels/1 combiner/1 antenna package. The tower is currently full and may require additional work to allow channels to be added.
- Laws Site: 3 channels
- UNC Site: 2 channels. Site is maintained by UNC and may require additional work to add channels.

- Altamahaw Site: 1 channel
- Mebane Site: 2 channels.

OSSI – CAD Replacement

Since 1992 Orange County has utilized a Computer Aided Dispatch system from Logysis, the current vendor. The system is outdated, unable to meet current demands and should be replaced in order to accommodate system needs. OSSI has a complete package that will provide a more robust and efficient system with needed modules already interfaced. The system supports data sharing between agencies and across jurisdictions; improves employee productivity by simplifying repetitive tasks; and delivers real-time information across the entire Emergency Services spectrum including law enforcement, fire and EMS. OSSI is offering a five-year payment plan which includes equal payments over the five years with 0% interest. The proposal includes a turnkey hardware, software and services solution and can be funded by 9-1-1 funds contingent upon the approval of the NC 9-1-1 Board.

800 MHz Radios

Portable and mobile radios within the Emergency Services Department have or will be reaching seven-years of age. The projected useful life of these radios is seven years. Replacement is necessary to ensure reliability for emergency responders. The Manager's Recommended Capital Investment Plan (CIP) included the purchase of all radios and the Emergency Services Workgroup is recommending that the replacement of radios be phased over the next five years.

The County started purchasing new 800 MHz radios in 2004, and the Fiscal Year 2012-13 Recommended Budget includes funding to replace these original radios plus sufficient radios for new staff and to begin to replenish the disaster radio cache. The addition of 4.5 Emergency Medical Services (EMS) units and 15 positions has diminished the disaster radio cache. Every field employee must have a portable radio to ensure safe field operations. It is important to establish standard features and specifications for 800 MHz radios (portables and mobiles) to ensure system reliability, and optimal integration with new platforms (P25) which will be placed in service by the North Carolina State Highway Patrol/VIPER starting in 2013. It is critical that units purchased be standardized to ensure integration, reliability and reduce potential for field failure.

The Emergency Services Workgroup has reviewed the Capital Investment Plan and makes the following recommendations to the Board of County Commissioners:

2012-13 CIP	Manager's Recommendation	Workgroup Recommendation
Viper Radio System		
Additional Channels on Existing Towers	\$543,750	\$543,750
Communications		
OSSI-CAD Replacement	\$128,000	\$128,000
800 MHz Radios	\$620,000	\$164,000

FINANCIAL IMPACT: The Workgroup's recommendation for the VIPER Radio System and OSSI-CAD Replacement does not necessitate any change from the Manager's Recommended

CIP. The Workgroup's recommended budget for the replacement of 800 MHz radios would reduce the Manager's Recommended CIP by \$456,000 for Fiscal Year 2012-13.

RECOMMENDATION(S): The Manager recommends that the Board receive the recommendations from the Emergency Services Workgroup for VIPER Radio System, OSSI - CAD Replacement, and 800 MHz Radios included in the Capital Investment Plan for Fiscal Year 2012-1313 and incorporate the recommendations as appropriate into the approval of the Fiscal Year 2012-13 Annual Budget.

**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 7-c

SUBJECT: Draft Town of Hillsborough Future Land Use Plan

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

Town of Hillsborough Materials:

1. Introduction
2. Future Land Use Plan (Draft)
3. Future Land Use Classifications (Draft)
4. Draft Letter to Hillsborough Providing Preliminary Input from Orange County
5. Hillsborough-Orange Interlocal Agreement Areas

INFORMATION CONTACT:

Tom Altieri, 245-2579

Abigaile Pittman, 245-2567

Craig Benedict, 245-2575

PURPOSE: To consider a letter submitting preliminary comments to the Town of Hillsborough regarding its draft Future Land Use Plan and receive an update on the joint planning process that is to occur between the Town and County.

BACKGROUND: The Town of Hillsborough has initiated a process to prepare a draft Future Land Use Plan. The draft Plan covers the Town's planning jurisdiction, plus some additional areas of County jurisdiction, per the Hillsborough-Orange Interlocal Land Management Agreement (December 2009).

In general and consistent with the Agreement, the Plan is to be completed and adopted first by Hillsborough, "inviting comments from the BOCC". Following Town adoption, the BOCC is to consider endorsing the Plan or arranging for negotiation and agreement on any changes followed by joint approval.

Attachment 1 provides an introduction to the Town's process. The draft Future Land Use Plan is Attachment 2, and the draft Future Land Use Classifications are detailed in Attachment 3.

Town of Hillsborough Outreach Meetings: The Town held a public outreach session on the Draft Plan on September 13, 2012. A second outreach session will be held on October 3, 2012 from 10:00 AM - 12:00 PM at the Town Barn, 101 E. Orange St. (Access from East Corbin St.).

BOCC Preliminary Comments: In addition to public comments, the Town is seeking any input the BOCC may have at this preliminary stage for its consideration. Since the process outlined by the Agreement does not provide for a detailed County evaluation of the draft Future Land Use Plan at this time, a draft letter (Attachment 4) has been prepared for the BOCC to consider as preliminary input to the Town.

Although there has been some coordination between the County's Planning and Economic Development Departments to prepare comments, Economic Development staff may have more, in addition to Planning Staff, as the process moves forward.

Summary of Town of Hillsborough Next Steps:

Second Outreach Session –	October 3 rd
Public Hearing –	October 18 th , 7:00 P.M. at the Town Barn
Planning Board –	November
Town Board Consideration –	December 2012

When will the BOCC discuss again?

County staff will return to the BOCC later this year (Late-November to Early-December) with an update on the Town's process and the standard Planning Department form completed, which will outline the County's review and approval process for BOCC consideration. In general, the County's process is expected to include community outreach, Planning Board and BOCC review of the Town's Land Use Plan, Town's Extraterritorial Jurisdiction (ETJ) swap, and a public hearing. Should the County identify any required amendments within the Urban Service Boundary and County's areas of jurisdiction, it will need to arrange for negotiation and agreement on such changes with the Town of Hillsborough prior to joint adoption.

Links to Additional Materials

Town of Hillsborough Future Land Use Plan Revision/Update-

<http://www.ci.hillsborough.nc.us/content/future-land-use-plan-revisionupdate>

History of Town of Hillsborough/Orange County Joint Planning-

<http://www.co.orange.nc.us/planning/documents/TownofHillsboroughandOrangeCountyJointPlanning.pdf>

Hillsborough and Orange County Strategic Growth Plan-

<http://www.co.orange.nc.us/planning/documents/FinalAdoptedSGP1.pdf>

Hillsborough-Orange Interlocal Land Management Agreement-

<http://www.co.orange.nc.us/planning/documents/Hillsborough-OrangeInterlocalLandManagementAgreement.pdf>

Attachment 5 is the map from the Agreement that shows the areas for coordination and Extraterritorial Planning Jurisdiction (ETJ) areas to be swapped later in the joint planning process.

FINANCIAL IMPACT: There is no financial impact associated with providing feedback to staff on this item.

RECOMMENDATION(S): The Manager recommends the Board:

- 1) Receive the update; and
- 2) Authorize the Chair to send the attached letter (Attachment 4) submitting input to the Town of Hillsborough.

Attachment 1 – Town of Hillsborough Materials, Introduction

Town considering amendments to the Future Land Use Plan – find out how it might impact you

Local governments are mandated to have a Future Land Use Plan as part of their comprehensive planning materials. A future land use map indicates general use categories envisioned for different parts of a town. These categories are more general than zoning and simply act as a guide for the implementation of zoning. Towns are further mandated to take the designations on a zoning map into consideration when adopting zoning. Put more simply, a town should not zone a parcel for commercial use if the future land use plan indicates the area is residential without first amending the Future Land Use Map to reflect that change.

In 2007, Hillsborough adopted a Future Land Use Map following the adoption of the Strategic Growth Plan cooperatively with Orange County. This map has served as the basis for zoning decisions in town since its adoption. Following the adoption of the new Unified Development ordinance, the Planning Board began work on amending the Future Land Use Plan to better align with both the new development ordinance and changing local ideas about development in general. This revised plan is now ready for public review and discussion. A formal public hearing will be conducted on October 17 and the Town Board will consider adopting the new map after the close of that hearing.

What's new:

The revised Future Land use Map has land use designations recommended for areas outside the town's current jurisdiction as a step toward implementing some jurisdiction changes with Orange County. Areas shown on the map with a future land use designation (i.e. in color) are potentially subject to land use regulation by the Town under a pending inter-local agreement with Orange County. Areas shown in white on the map are not impacted by this plan and outside the town's jurisdiction and the jurisdiction of the inter-local agreement.

The designations are aimed at encouraging mixed use development. The text that accompanies the map describes each designation and lists the zoning districts that may occur within that designation. The text descriptions of the land use designations and a table comparing the designations to zoning districts are available on the town's website or from the Planning Department. This project website is: <http://www.ci.hillsborough.nc.us/content/future-land-use-plan-revisionupdate> and can be accessed from the right hand box on the planning department page of the Town of Hillsborough website.

This map is still a work in progress and subject to change. Comments from property owners and citizens will definitely be considered. Areas without a color designation on the map, but inside the service boundary are still under discussion.

What's the impact to me as a land owner?:

The Future Land Use Plan has no impact on your current zoning or how you live your daily life on your property. The designation on your property only comes into consideration if you wish to change the zoning on your property either for your own use or because you wish to sell. If the current use of your property (say a house or business) doesn't align with the Future Land Use Plan designation (say it's listed as neighborhood mixed use), nothing happens unless or until you or a potential buyer requests rezoning of the property.

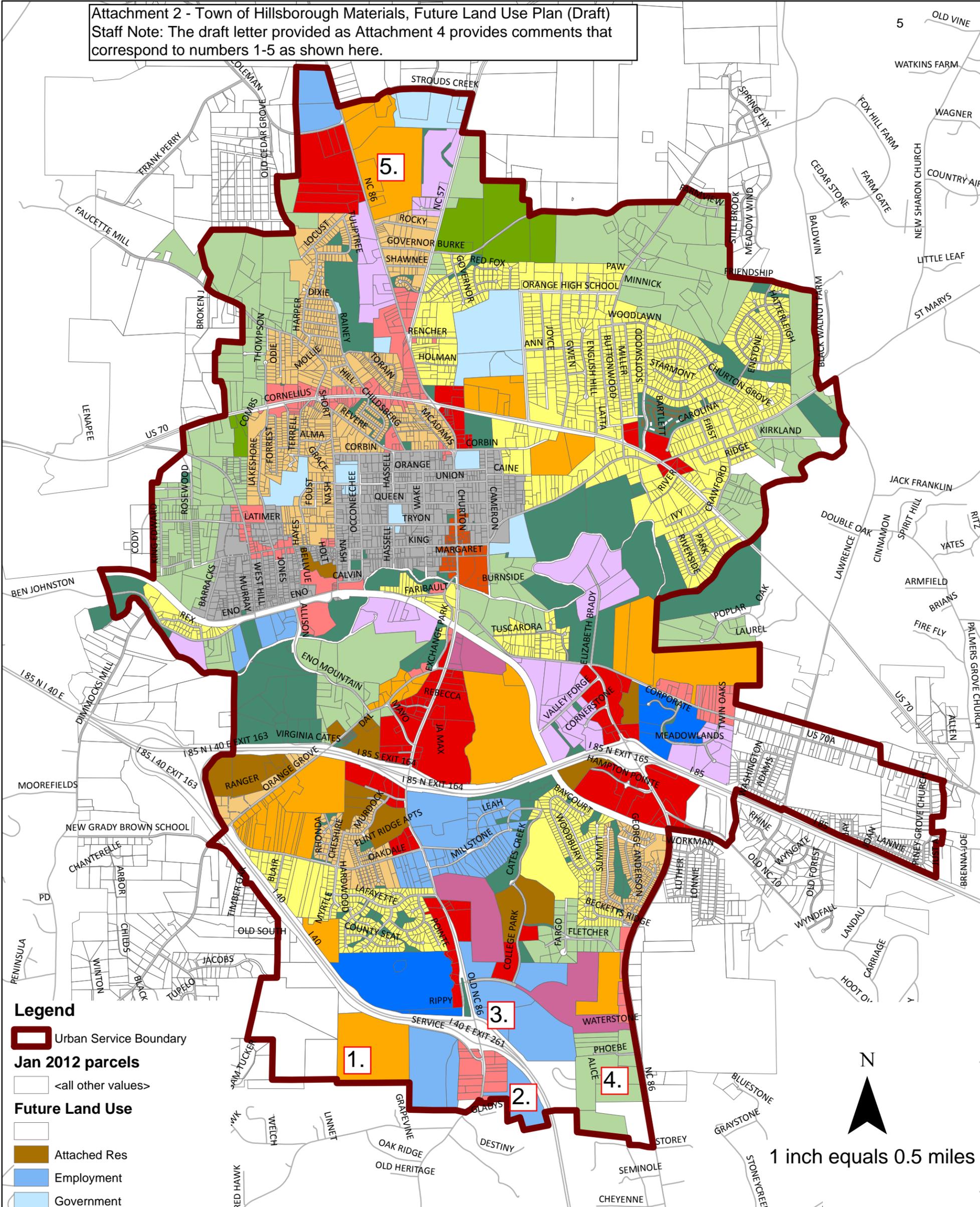
The Urban Services Boundary shown on the map was enacted through an inter-local agreement among Orange County, the three municipalities in the county and OWASA. Areas outside the boundary are not

envisioned to have Hillsborough water or sewer service and are not to be annexed by Hillsborough. There are some neighborhoods outside the boundary that currently have town water service. **This service will remain**, but is not to be expanded nor is sewer to be made available. Adjustments to this boundary are possible, but are not the focus of this process.

How can I comment?

Planning Department staff will be hosting an open house to discuss the Future Land Use Plan with property owners on Thursday, September 13 from 4-7 pm in the Town Barn. A second meeting will be held from 10-noon on Wednesday, October 3 also in the Town Barn. Anyone with questions or comments is encouraged to stop by during these open houses and discuss the plan and its impacts with staff. The public hearing on the plan will be October 18 at 7 pm in the town Barn.

Attachment 2 - Town of Hillsborough Materials, Future Land Use Plan (Draft)
 Staff Note: The draft letter provided as Attachment 4 provides comments that correspond to numbers 1-5 as shown here.



- Legend**
- Urban Service Boundary
 - Jan 2012 parcels**
 - <all other values>
 - Future Land Use**
 - Attached Res
 - Employment
 - Government
 - Light Industry
 - Medium Density Residential
 - Mixed Residential Neighborhood
 - Mixed Use
 - Neighborhood Mixed Use
 - Permanent Open Space
 - Rural Living
 - Retail Service
 - Small Lot Residential
 - Suburban Office
 - Town Center
 - Urban Neighborhood
 - Working Farm

N
 1 inch equals 0.5 miles

Future Land Use Plan (DRAFT) Planning Board August 2012

The **Urban Services Boundary** indicates the limits of Hillsborough water and sewer service consistent with an Inter-local Agreement with Orange County, OWASA, Chapel Hill, Carrboro, and Hillsborough. Future Land Uses would be used by Hillsborough and Orange County as the basis for approving zoning designations on all parcel and those within the boundary, consistent with the Inter-local Agreement between Orange County and Hillsborough.

Areas **inside** the Urban Services Boundary **without** a Future Land Use designation have not yet been discussed by the Planning Board. Areas **outside** the Urban Services Boundary **with** a Future Land Use designation are due to the boundary crossing a parcel. Areas **outside** the Urban Services Boundary with current utility service from the Town of Hillsborough **will retain service**.

Want more information? Refer to the Future Land Use Plan webpage OR
<http://www.ci.hillsborough.nc.us/content/future-land-use-plan-revisionupdate>

Attachment 3 – Town of Hillsborough Materials,
Future Land Use Classifications (Draft) August 2012 draft

Hillsborough, NC Future Land Use Map

Future Land Use Classifications

November 1, 2007

Natural Resource. These areas are unique natural areas or environmental sensitive areas. The primary designation is for the 100-year flood zones along the Eno River and Cates Creek. The Eno River floodplain is a natural area of national significance. This designation does not follow parcel boundaries and overlays other designations listed here. This designation is not displayed on the Future Plan Use map.

Permanent Open Space. These areas are intended for long-term use as open space, parks, or natural areas that protect scenic, historic, cultural, and environmentally valued lands. They include lands that are permanently protected, though not necessarily publicly owned or accessible, through private conservation easements or other private conservation measures, and publicly held park or conservation lands.

Working Farm. These areas reflect existing agricultural use in locations where continued agricultural use is desirable for the foreseeable future.

Rural Living. These areas reflect existing very-low density residential uses with densities below 0.5 dwelling units per acre (at least a 2-acre minimum lot size) that occurs in areas without public water and sewer service, in locations where continued low-intensity use without public water and sewer is desirable for the foreseeable future.

Small Lot Residential Neighborhood. These areas provide opportunities for a lower density than pre-WWII or neo-traditional neighborhood living. These areas include detached single-family residential uses in post-WWII subdivision developments which range in density from 0.5 dwelling units per acre to 3 dwelling units per acre.

Medium-Density Residential. These areas include existing and future areas for development of more dense residential neighborhoods that provide a diversity of housing types and housing options. Areas include single-family detached units, mobile homes, townhouses, duplexes, condominiums, apartments, senior housing, and other multi-family dwelling units. Housing densities should range from 3-8 dwelling units per acre. Other types of uses that may occur are schools, parks, and other public facilities.

Attached Residential Neighborhoods. These areas include existing and future areas for the development of dwelling units at more than 8 units per acres, which generally implies attached dwelling units. This designation may also be used for unique residential settings like retirement villages or nursing homes.

Mixed Residential. The dominant land use in any proposed development is expected to be residential based on square footage of proposed structures. Developments may contain a single or variety of dwelling types and densities or may integrate a variety of supportive commercial, public and semi-public uses and open or public space. Small developments that provide only supportive non-residential land uses in an infill arrangement serving more than 50 dwelling units in a walkable manner may also be considered.

Urban Neighborhood Established residential neighborhoods that pre-date traditional zoning and land use regulation. Lot sizes and building types are varied and generally developed on a grid street pattern. The predominant type is generally low density single family housing

with occasional business, government, park, church or school uses. Infill and redevelopment projects should enhance the unique character of the surrounding neighborhood and be of consistent scale and appearance. The opportunity to increase the residential density in a compatible manner is encouraged.

Neighborhood Mixed Use. These areas provide opportunities for goods and services that residents of the district and surrounding neighborhoods need on a daily basis. Lots with this designation will front on an arterial or collector street and back up to single family neighborhoods. Buildings and uses will generally be in scale with the surrounding neighborhoods and be walkable as well as providing vehicular access. Sites may be single use or, mixed use, may incorporate residential uses or may be solely residential at a higher density than the adjacent neighborhood.

Government Institutional areas include locations for new and existing government facilities that cannot be otherwise classified and schools.

Employment areas. These areas include a wide range of business, light industrial, office, research and development, along with related/support services uses including restaurants, small scale retail and convenience shopping/services. Buildings and uses will be sited to limit the visual impact of service and warehousing operations, while still providing convenience for business functionality. These areas are in prime locations with good access to major road networks (where capacity exists or is planned) and rail if needed and should be reserved for high return employment generating uses.

Retail Services. These areas focus on retail and commercial uses. They should be located near residential and employment areas to provide good access to commerce and personal services. Retail areas can have a range of characteristics depending on their primary markets. The larger scale regional draws are more automobile-oriented and draw people from throughout the region. These areas should be located near interstate access, and they may include larger scale stores like “big boxes”, warehouse clubs, and large specialty retailers. Smaller, accessory uses can also locate in these areas to provide convenience shopping and include restaurants and smaller specialty retailers; often located on out-parcels or in smaller shopping centers.

Smaller-scale Retail is intended to serve a more local and community need. These areas may have some of the same uses as the larger regional draws, but are less accessible to the interstates. These commercial areas should provide more service-oriented uses like hair salons, tax preparation, pet care, and banks; they may also include grocery stores, restaurants, and similar scale uses. These uses are often developed in smaller shopping centers, as single building developments and on out-parcels.

Suburban Office Complex. These areas provide opportunities to for office and employment enterprises which do not rely on walk-in customers or have a manufacturing component. Businesses may be large or small but will generally arrange themselves in a campus setting with limited walkability and supporting services. Developments of this type should be kept small in nature to limit the peak transportation impact and limited vitality.

Town Center. This area incorporates the historic structures, civic uses, commercial opportunities, and the active pedestrian environment that is the downtown core of Hillsborough. The core commercial areas are to be preserved and enhanced over the long-

term and should provide mixed-use opportunities that combine second-floor residential units with ground floor commercial, office, or institutional uses.

Mixed Use. These areas a full range of uses well mixed, both vertically and horizontally, much like a downtown or village center. Multi-story buildings are the norm and will generally contain a vertical mix of uses. Uses are expected to be roughly balanced between residential, retail, office, service, public and semi-public uses. Public open space of both urban and green space is also expected to off-set the intensity of development.

Light Industrial. The Industrial classification is applied to areas that currently support industrial uses or lands that could accommodate a variety of industrial establishments which employ high environmental quality standards and have minimal impacts on adjacent uses. These areas incorporate larger tracts of land because of their nature and function. Industrial developments should provide shared access, and have a coordinated design and a planned layout.

Attachment 4 – Draft Letter to Hillsborough

October 2, 2012

Mr. Tom Stevens, Mayor
Hillsborough Town Board
Town of Hillsborough
PO Box 429
Hillsborough, NC 27278

Dear Mayor Stevens:

Thank you for the opportunity to provide input on the Town's draft Future Land Use Plan. Over a period of several years, the County and Town have maintained commitment to coordinate our planning efforts, particularly along the Town's fringe areas. The completion of the Strategic Growth Plan and Interlocal Land Management Agreement were significant accomplishments leading us to this initial step towards a Joint Land Use Plan.

Please accept and consider the following Board of County Commissioner comments during the Town's public hearing process. Following adoption of the Town's Land Use Plan, we look forward to working in partnership with the Town to agree upon the Joint Land Use Plan.

- Orange County Planning staff to coordinate with Hillsborough staff on recommendations for areas within the Urban Service Boundary that have been left blank.
- Orange County will be assisting with costs to extend utilities to properties in the southwest quadrant of Old NC 86/I-40 to accommodate high intensity uses.
- Preference for non-residential uses (See Attached [Area 1](#)).
- If Mixed Residential Neighborhood is desirable south of I-40, east of Old NC 86 would be a better place (See Attached [Area 2](#)).
- A land use category appropriate for a retail hotel should be provided near the hospital (See Attached [Area 3](#)).
- Change Rural Living located between I-40 and new NC 86 to Mixed Residential Neighborhood (See Attached [Area 4](#)).
- Relatively high residential densities associated with the Mixed Residential Neighborhood classifications north of US 70 could present significant impacts on downtown through traffic.
- Some difficulty differentiating between a few of the map colors.

For any questions regarding these comments, please contact our Planning Staff, Craig Benedict or Tom Altieri at 919-245-2575.

Sincerely,

Bernadette Pelissier

Town of Hillsborough/Orange County Strategic Growth Plan Phase II

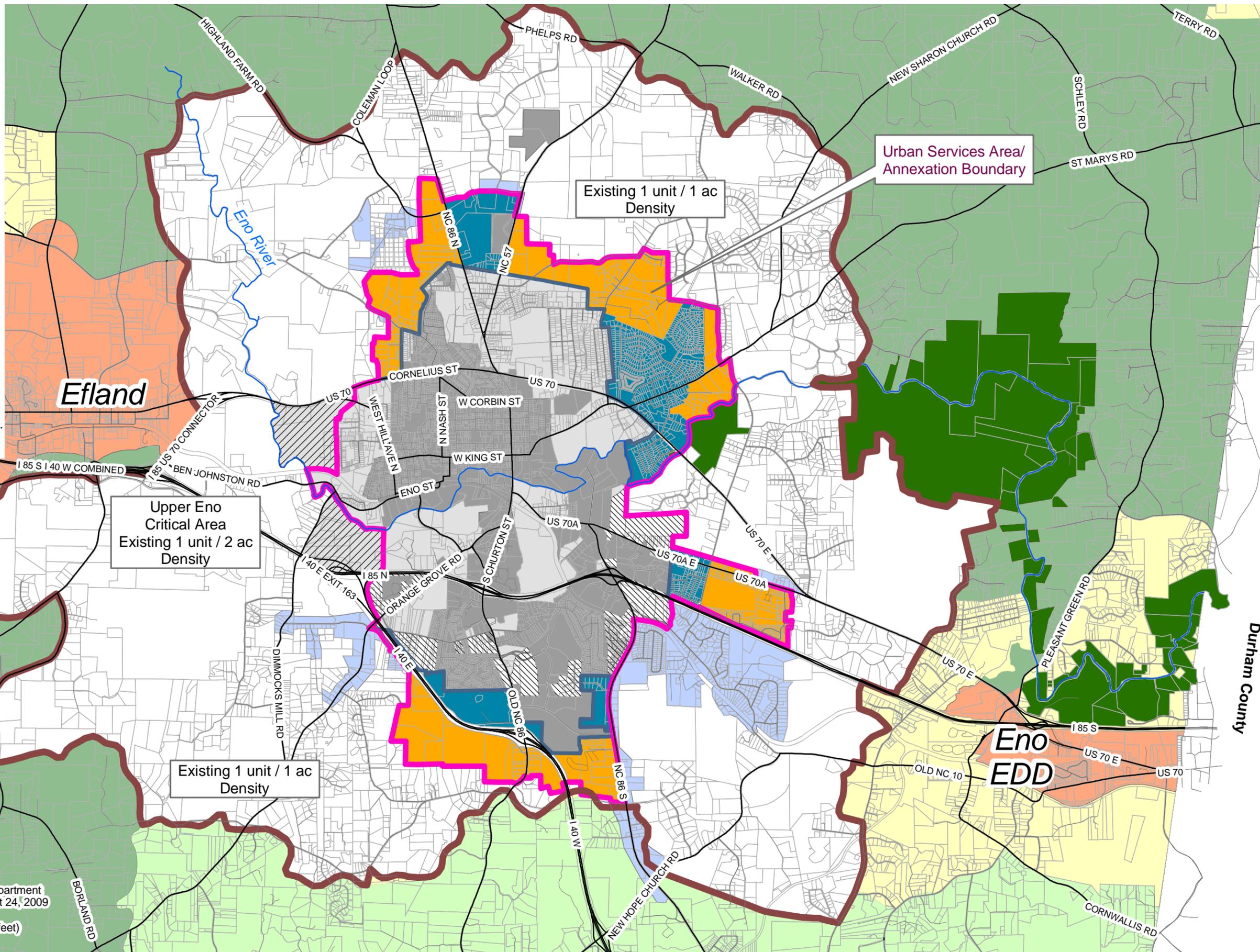
Attachment 5

Central Orange Coordinated Area

Attachment 5

Legend

-  Proposed Central Orange Coordinated Area Boundary = 33,875 ac. (White area = 24,412 ac.)
-  Proposed Urban Service Area = 9,463 ac.
-  Proposed ETJ Boundary
-  Proposed ETJ Areas to be Added = 624 ac.
-  Proposed ETJ Areas to be Deleted = 489 ac.
-  Proposed Orange County Urbanizing Areas = 1,909 ac.
-  Proposed Hillsborough Urbanizing Areas = 1,118 ac.
-  Existing Rural Residential
-  Existing Agricultural Residential
-  Existing JPA Rural Buffer
-  Existing Eno River State Park
-  Existing Water Service Area Outside Urban Services Area = 1,394 ac.
-  Existing Adopted Small Area Plan Areas
-  Existing Hillsborough Town Limits = 3,303 ac.
-  Existing Hillsborough ETJ areas = 2,918 ac.



Orange County Planning and Inspections Department
GIS Map Prepared by Miriam Coleman, August 24, 2009

Projection: North Carolina State Plane (feet)
Datum: North American 1983



**ORANGE COUNTY
BOARD OF COMMISSIONERS**

ACTION AGENDA ITEM ABSTRACT

Meeting Date: October 2, 2012

**Action Agenda
Item No.** 7-d

SUBJECT: Resolution to Submit Comments Regarding Alternatives for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

1. Presentation Slides
2. Draft Resolution Providing Comments to DCHC MPO TAC
3. OUTBoard's Comments Regarding the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan
4. Guide to Items of Orange County Interest in the Alternatives Analysis of the DCHC MPO 2040 MTP and CTP
5. *2040 Metropolitan Transportation Plan Alternatives Analysis (UNDER SEPARATE COVER)*

INFORMATION CONTACT:

Darcy Zorio, 245-2582
Tom Altieri, 245-2579
Craig Benedict, 245-2592

PURPOSE: To receive a presentation from Lead Planning Agency staff member Andy Henry (Attachment 1) and consider a resolution (Attachment 2) submitting comments to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC) regarding the Alternatives Analysis of the 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP).

BACKGROUND: The 2040 MTP is the guide for major transportation investments in the DCHC-MPO area. The 2040 MTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs, and is required by Federal law. Projects must be in the 2040 MTP to receive state and federal transportation funding from the North Carolina Transportation Improvement Program (TIP).

North Carolina General Statutes requires the MPO, in cooperation with the North Carolina Department of Transportation (NCDOT), to develop a CTP serving present and anticipated travel demand in and around the MPO. The principal difference between the MTP and CTP is

that the MTP must be fiscally-constrained, but the CTP has no fiscal element. The development process for the 2040 MTP and CTP is very similar and as a result the DCHC MPO will conduct the development process for both documents at the same time.

Alternatives Analysis (Attachment 5):

An Alternative is a combination of a transportation network, which includes a set of highway, transit and other transportation improvements, and a land use scenario that depicts the distribution of population and employment for the year 2040. These Alternatives are then analyzed using the Triangle Regional Model (TRM) which forecasts future travel statistics based on assumptions concerning the highway network, transit service and other transportation facilities. It is very unlikely that one of the Alternatives in its entirety would be advanced as the Preferred Option. Most likely, the final MTP and CTP will be a combination of the various Alternatives.

Model Output and Evaluation Measures:

The TRM provides four outputs that are used to evaluate the Alternatives. Two of the outputs, Travel Isochrones and Travel Time estimates, are only presented if the results are informative. The remaining two, Performance Measures and Congestion Maps, are always presented and usually provide the most information for evaluation. Performance Measures include measurements such as total daily vehicle miles traveled, average speed by road type and daily average trip lengths. Congestion Maps compare a road's capacity to the projected traffic volume and illustrate how heavy congestion will be on the network. All four outputs are compared to the baseline "Existing plus Committed" alternative which includes all projects that currently exist or have committed funding.

Items of Orange County Interest in the 2040 MTP (Attachment 4):

Due to the length and depth of the Alternatives Analysis, staff has created a short outline of Orange County data used in the analysis, key areas of interest to Orange County, an index of Orange County Maps within the Analysis, lists of Orange County highway and transit projects included in the Alternatives and one additional map from the Analysis that was not available by the agenda deadline.

Orange Unified Transportation Board Recommended Comments (Attachment 3)

The Orange Unified Transportation Board (OUTBoard) received a presentation on the 2040 MTP Alternatives Analysis at its meeting on September 19, 2012 and recommended the comments listed in Attachment 3.

Next Steps

In the next few months, the DCHC MPO Technical Advisory Committee (TAC) will use the comments to direct development of a Preferred Option. The Preferred Option will be used to create the Draft 2040 MTP and CTP which will be released in December 2012. The Draft 2040 MTP and CTP will be used to ascertain if the Plan meets air quality conformity regulations, and then the plan is submitted for Federal approval by June 2013.

FINANCIAL IMPACT: There is no direct financial impact associated with this item, although implementation of many of the alternatives will require new local and state funding.

RECOMMENDATION(S): The Manager recommends that the Board:

1. Receive the presentation from Andy Henry and the OUTBoard's comments;

2. Discuss as necessary any comments BOCC members would like to insert into the draft resolution;
3. Decide on whether to insert all, some or none of the OUTBoard's comments; and
4. Approve the resolution as amended submitting BOCC and OUTBoard comments to the DCHC MPO TAC.

2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP)

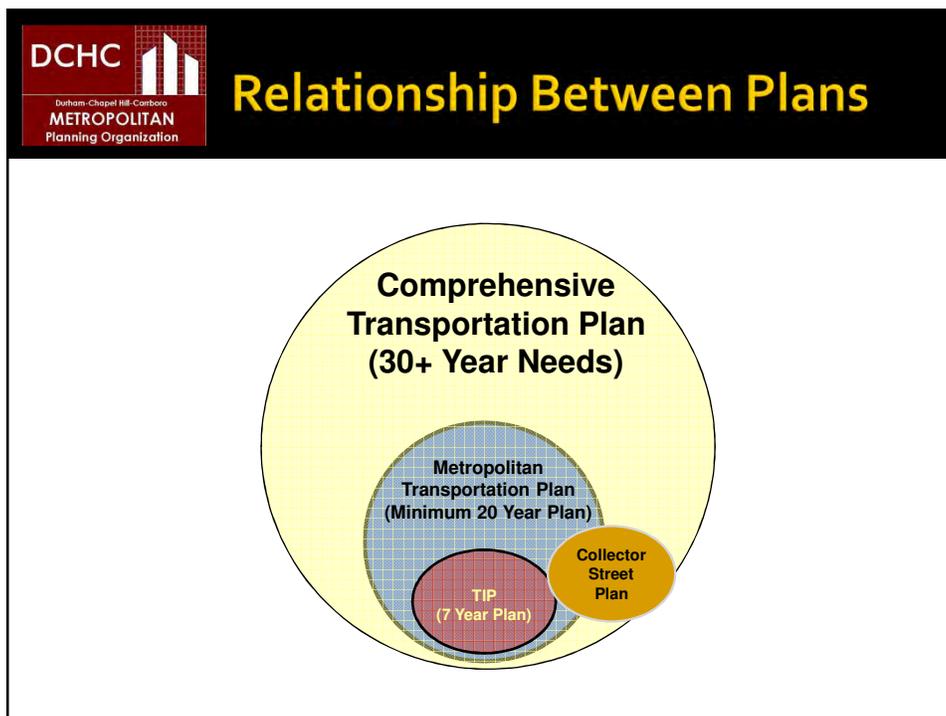
Alternatives Analysis

Public Input Process
October 2, 2012



Presentation Outline

- What is 2040 MTP?
- What is Alternatives Analysis?
- How to understand the data provided for the Alternatives Analysis
- Next steps

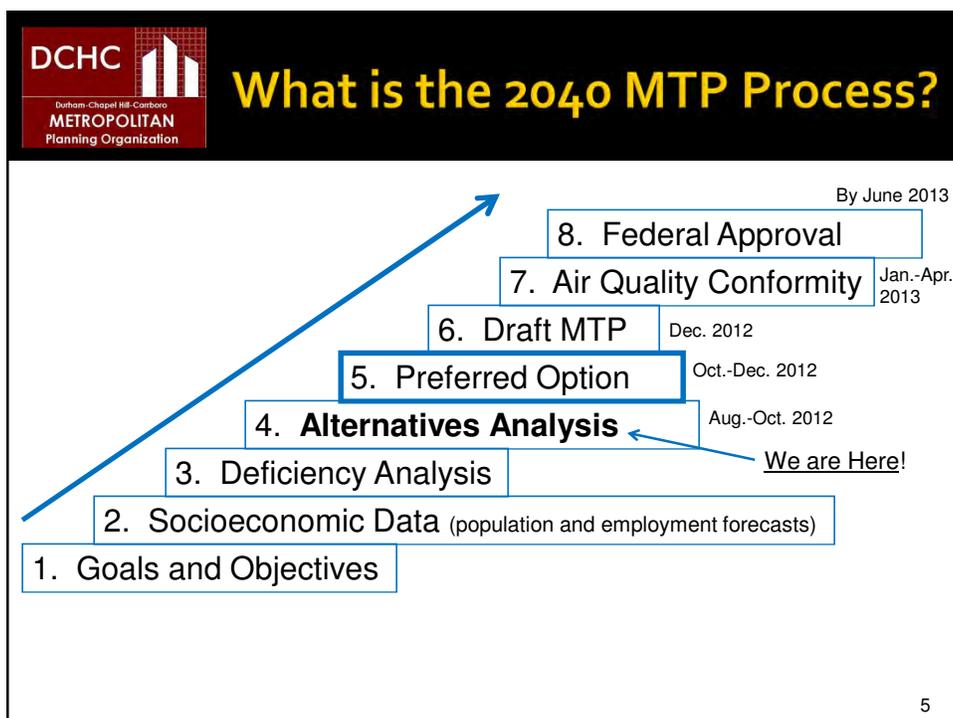


DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

What is the 2040 Metropolitan Transportation Plan (MTP)?

- Lists highway, transit and other transportation projects to address future transportation deficiencies through year 2040.
- Assumptions – based on future land use, population and employment.
- Fiscal Constraint – Anticipated revenues must cover anticipated project costs.
- Funding -- Projects must be in MTP to receive state and federal funding (via Transportation Improvement Program – TIP)
- Used for Planning
 - e.g., In development review, use MTP to reserve right-of-way for future highway and fixed guideway projects

4



DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

Alternatives Analysis

- What –
 - Set of highway and transit projects, and land use assumptions that produce transportation scenario for year 2040
- Why –
 - Compare impact of different projects and sets of projects on meeting transportation demand.
 - Inform development of final MTP and CTP
- When –
 - Release in August 2012
 - Public input (e.g., workshops, public hearing) in August, September and early October 2012

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METROPOLITAN
Planning Organization

Alternatives Analysis (cont.)

- We will compare **5** different Alternatives
- Each Alternative had the following:

Land Use Scenario + Transportation Network = Alternative

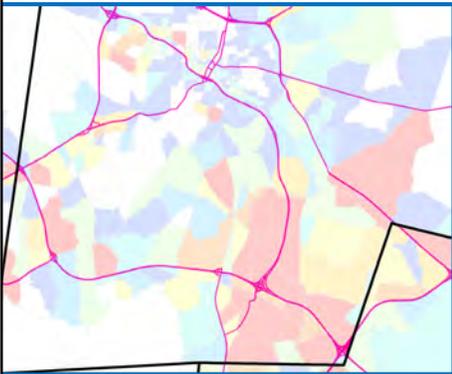
Land Use/Network	Highway Intensive	Transit Intensive	Moderate
CommPlan	Yes	Yes	Yes
All-in-Transit	No	Yes	Yes

DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

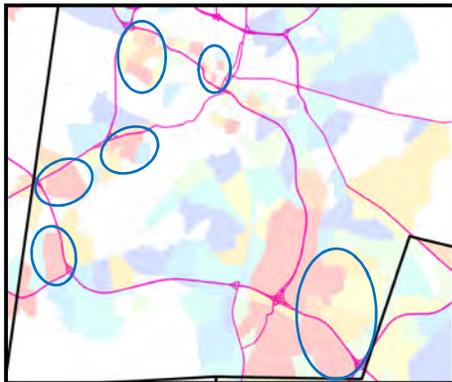
Alternatives Analysis

-- Land Use Scenarios **Example**

Higher suitability around rail stations results in...



2040 Community Plan -- Employment



2040 All-in-Transit -- Employment

○ = Increased employment concentrations adjacent to rail transit

	Highway Intensive	Transit Intensive	Moderate
Highway	<ul style="list-style-type: none"> • 2035 LRTP • CTP highway projects ➢ <u>410</u> new lanes miles ➢ <u>\$3.9</u> billion highway costs ➢ <u>2,979</u> total lane miles in network 	<ul style="list-style-type: none"> ➢ Basically, 2015 and 2025 tier ➢ No 2035 tier or CTP highway projects ➢ <u>120</u> new lanes miles ➢ <u>\$1.2</u> billion highway costs ➢ <u>2,842</u> total lanes miles in network 	<ul style="list-style-type: none"> ➢ Basically, 2035 LRTP (minus some minor highway projects) ➢ <u>261</u> new lanes miles ➢ <u>\$2.5</u> billion highway costs ➢ <u>2,737</u> total lanes miles in network
Transit	<ul style="list-style-type: none"> • Current bus transit • No rail transit ➢ <u>2,028</u> bus transit line miles (Triangle) 	<ul style="list-style-type: none"> • Current bus transit • County plans (based on ½ cent sales tax) • LRT between Durham and Wake (instead of CRT) • LRT and CRT extensions in Orange County • CRT addition between Cary and western RTP • All Bus Rapid Transit (BRT) in Chapel Hill ➢ <u>2,646</u> bus transit line miles (Triangle) ➢ <u>69,354</u> transit service miles (Triangle) ➢ <u>260</u> miles of rail transit alignment (Triangle) 	<ul style="list-style-type: none"> • Current bus transit • County plans (based on ½ cent sales tax) • LRT and CRT (based on Locally Preferred Alternative) • MLK Blvd Bus Rapid Transit (BRT) in Chapel Hill ➢ <u>2,882</u> bus transit line miles (Triangle) ➢ <u>66,211</u> transit service miles (Triangle) ➢ <u>75</u> miles of rail transit line (Triangle)

	Highway Intensive	Transit Intensive	Moderate
Highway	<ul style="list-style-type: none"> • 2035 LRTP • CTP highway projects ➢ <u>410</u> new lanes miles ➢ <u>\$3.9</u> billion highway costs ➢ <u>2,979</u> total lane miles in network 	<ul style="list-style-type: none"> ➢ Basically, 2015 and 2025 tier ➢ No 2035 tier or CTP highway projects ➢ <u>120</u> new lanes miles ➢ <u>\$1.2</u> billion highway costs ➢ <u>2,842</u> total lanes miles in network 	<ul style="list-style-type: none"> ➢ Basically, 2035 LRTP (minus some minor highway projects) ➢ <u>261</u> new lanes miles ➢ <u>\$2.5</u> billion highway costs ➢ <u>2,737</u> total lanes miles in network
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Alternatives Analysis

-- Triangle Regional Model Output

- Model Output
 - Performance Measures
 - Congestion Maps (V/C)



Alternatives Analysis

-- Performance Measures **Example**

TRM Performance Measures Summary -	2040 E+C	Highway	% Change
1 Performance Measures			
1.1 Total VMT (daily)			
1.1.1 All Facility Connectors	21,281,636	21,962,571	3%
1.1.2 All Facility (no C Connectors)	19,842,072	20,556,024	4%
1.2 Total VHT (daily)			
1.2.1 All Facility Connectors	614,488	560,421	-9%
1.2.2 All Facility (no C Connectors)	517,982	466,092	-10%
1.3 Average Speed by Facility (miles/hour)			
1.3.1 - Freeway	55	61	10%
1.3.2 - Arterial	37	39	5%
1.3.3 - All Facility	46	50	10%
1.4 Peak Average Speed by Facility (miles/hour)			
1.4.1 - Freeway	52	59	13%
1.4.2 - Arterial	35	38	7%
1.4.3 - All Facility	43	48	12%
Daily Average Travel Length - All Person			
1.5 Trips			
1.5.1 - Travel Time	15.4	14.5	-6%
1.5.2 - Travel Distance	5.9	6.2	4%

E+C v. Highway Intensive

- Moderate changes
- VMT is up a little
- VHT is down
- Speeds are faster
- Travel time is down a little
- Greater travel distances



Alternatives Analysis

-- Congestion Maps **Example**



2040 E+C (no build)



2040 Highway Intensive

In Highway Intensive, congestion persists on interstates, freeways and major road corridors.


What are your preferences?
Given the limited budget, and projected areas of
congestion, where do we invest our money?

- Are there certain projects and policies that should be promoted?
- Invest more on Roadways or Transit?
- Invest more on roadway widenings or "hotspots" (e.g., intersections with long delays)?
- Invest more on local bus service or fixed guideway service (e.g., rail transit)?
- Use traditional revenue sources only or increase local taxes (e.g., sales tax, real estate transfer tax)?

13


2040 MTP
-- Next Steps

- Develop the Preferred Option
(release in October 2012)
- Get public feedback on the Preferred Option (October through December 2012)
- Approve draft 2040 MTP
(December 2012)

RES-2012-087

Attachment 2

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION TO PROVIDE COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE REGARDING THE ALTERNATIVES ANALYSIS OF THE 2040 METROPOLITAN TRANSPORTATION PLAN AND COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, Orange County has participated in regional transportation planning as a member of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO); and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has released the Alternatives Analysis of the Metropolitan Transportation Plan (MTP) and the Comprehensive Transportation Plan (CTP) for public comment; and

WHEREAS, Orange County seeks ample opportunities to review and comment on regional transportation plans and policies; and

WHEREAS, the Orange Unified Transportation Board has submitted comments regarding the Alternatives Analysis for the CTP and 2040 MTP;

NOW, THEREFORE BE IT RESOLVED that the Orange County Board of Commissioners recommends to the Transportation Advisory Committee that the 2040 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Metropolitan Transportation Plan and Comprehensive Transportation Plan give priority to projects that alternatives modes of transportation, minimize impacts on the environment and foster economic development

Comment [DBZ1]: Parts highlighted in yellow are suggested text or placeholders for whatever the BOCC would like to suggest.

BE IT FURTHER RESOLVED that the Orange County Board of Commissioners recommends that the 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan include/note/suggest the following:

[Insert bullet points from Commissioners and/or OUTBoard recommendations here]

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the _____ day of _____, 2012.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 2, 2012, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this _____ day of _____, 2012

Clerk to the Board of Commissioners

Orange Unified Transportation Board

PO Box 8181

Hillsborough, NC 27278

Memorandum

Date: September 20th, 2012
To: Orange County Board of County Commissioners
From: Orange Unified Transportation Board
Subject: Comments Regarding the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan

The Orange Unified Transportation Board (OUTBoard) met Wednesday, September 19th, 2012 to receive a presentation from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization regarding the Alternatives Analysis for the DCHC MPO 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan and provide the following comments regarding the Alternatives Analysis:

- There should be a focus on building a sustainable, economical and workable system that builds upon itself with capital investments to lay the groundwork for future innovation.
- Encourage the consideration of the larger effects of this plan and that there will be great economic benefits to some elements such as the public transportation projects.
- The plan should include provisions for staggering implementation of services such that bus ridership can help build future rail ridership once the rail project is completed.
- Support of ongoing coordination between municipalities within the county and with other jurisdictions in the region on all elements of the regional efforts.
- Suggest choosing a Preferred Option that provides a comprehensive multi-modal system which operates efficiently in the long term and provides the most significant economic and societal benefits to the County and the region.

Guide to Items of Orange County Interest in the Alternatives Analysis of the DCHC MPO 2040 MTP and CTP

◆ Orange County Base-line Data Used as Guide Totals:

The comment period on the Guide Totals and Socioeconomic Data was open from March 14th, 2012 to May 31st, 2012. Public input workshops were held on the data in Hillsborough, Chapel Hill, Durham and Pittsboro and the TAC held a public hearing on June 13th, 2012.

Guide Totals

The numbers and headings in parentheses show the data used in the 2035 LRTP

Data Type	2010 (2005)	2040 (2035)	Growth	% Increase	Annual Rate
Population	134,325 (121,992)	197,675 (171,453)	63,350 (49,461)	47% (41%)	1.3% (1.1%)
Employment	70,491 (68,680)	119,787 (116,669)	49,296 (47,987)	70% (70%)	1.8% (1.8%)

Sources: State Office of Budget and Management for population and Woods and Poole Economics for employment.

◆ Employment Growth Areas by Land Use Scenario

In the Community Plan Land Use Scenario, employment growth is highest in the following Traffic Analysis Zones which have added employment from 1,001 to 6,100:

- Efland (south of 85)
- Western Hillsborough (north of 85)
- Southern Hillsborough (between Old 86 and 86)
- South Eastern Hillsborough (south of 70A around Churton St)
- Southern Carrboro (south of Damascus Church Rd)
- The Carolina North area
- Downtown Chapel Hill (3 TAZs near UNC Hospital)
- North Eastern Chapel Hill (SW Corner of 15-501 and I-40)
- Eastern Chapel Hill (south of 54 near the Durham County line)

In the All-In-Transit Land Use Scenario, employment growth is highest in the following Traffic Analysis Zones which have added employment from 1,001 to 7,345:

- Western Hillsborough (north of 85)
- Southern Hillsborough (between Old 86 and 86)
- South Eastern Hillsborough (south of 70A around Churton St)

- Eastern Orange County (South of 85 around Old NC 10)
- South-Central Orange County (3 large TAZs west of I-40 around Old 86)
- The Carolina North area
- Downtown Chapel Hill (3 TAZs near UNC Hospital)
- Chapel Hill (South-East corner of 54 and 15-501)
- Eastern Chapel Hill (south of 54 near the Durham County line)

◆ **Maps showing Orange County**

Section	Description of Maps	Orange County Shown On Pages:
3	Travel Time Maps: shows travel time from 'activity nodes' including Hillsborough and Chapel Hill and how the travel time will change from the base line (2010) to a scenario that includes the existing and committed projects (E+C) or from E+C to one of the alternatives. Shown as a percent change on the line from one node to the other.	3-3, 3-5, 3-7, 3-9, 3-11, 3-13
4	Travel Isocrone Maps: connect the points that have the same travel time from a specified center. They resemble contour maps. They are useful for illustrating the mobility from a specified center and for showing the labor, retail, residential and other markets in terms of travel time. These maps are based on the average travel time for the afternoon peak period, which occurs from 3:30pm to 7:30pm.	4-3, 4-7, 4-11, 4-15, 4-19
5	Congestion Maps: shows the forecasted level of service on specific road segments based on the average of the four-hour afternoon peak hour. These maps are sometimes called "V/C" maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9.	5-5, 5-6, 5-10, 5-11, 5-15, 5-16, 5-20, 5-21, 5-25, 5-26, 5-30, 5-31, 5-35, 5-36,
6	Socioeconomic Data: shows the location of the population and employment, median household income and other demographic data that drives the travel demand. The SE Data is among the most important inputs into the Triangle Regional Model (TRM) because the residential data is used to determine the number and type of trips and the employment data is critical for determining the destination for those trips.	6-4, 6-7, 6-10, 6-13
7	Highways: A different set of highway projects are assumed in each transportation network used creating the five alternatives. The entire MPO area is included on	All maps in section

	<p>all maps in this section. See pages 4 and 5 of this hand out for a list of “Highway Projects of Interest” for Orange County projects in the different scenarios.</p> <p>Transit: A different set of transit services are assumed in each transportation network used creating the five alternatives. The entire MPO area is included on all maps in this section. See page 6 of this hand out for a list of “Transit Projects of Interest” for Orange County projects in the different scenarios.</p>	
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Highway Projects of Orange County Interest Included in MTP Alternatives

	Road Name	From	To	Improvement Type	Mod.	Transit	Hwy
2020 MTP	Hopson Rd	Davis Dr	NC 54	Widening	X	X	X
	I-40	US 15-501	NC 86	Widening	X	X	X
	I-40	NC 86	I-85	Widening	X	X	X
	I-40/ NC 54 ramp	Farrington Rd.	I-40	New Location	X	X	X
	Smith Level Rd	Rock Haven Rd	NC 54 bypass	Widening	X	X	X
	South Columbia St	NC 54	Manning Dr	Modernization	X	X	X
	Weaver Dairy Rd	NC 86	Erwin Rd	Widening	X	X	X
2030 MTP	Carolina North network	Carolina N. Campus		New Location	X	X	X
	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	New Location	X	X	X
	Estes Dr	NC 86	Seawell School Rd	Modernization	X	X	X
	Estes Dr	Seawell School Rd	Greensboro Rd	Modernization	X	X	X
	Eubanks Rd	Old NC 86	NC 86	Modernization	X	X	X
	Eubanks Rd	Millhouse Rd	NC 86	Widening	X	X	X
	Farrington Rd realignment	NC 54	Wendell Rd	New Location	X		X
	Homestead Rd	High School Rd	NC 86	Modernization	X	X	X
	Homestead Rd	Old NC 86	High School Rd	Modernization	X	X	X
	I-40/NC 54	I-40	NC 54	Interchange	X		X
	I-85	I-40	the Durham Co line	Widening	X	X	X
	Legion Rd Ext	Legion Rd	Fordham Blvd	New Location	X	X	X
	NC 54	NC 751	Fayetteville	Widening	X	X	X
	NC 54	Fayetteville	Barbee	Widening	X	X	X
	NC 54	Barbee	NC 55	Widening	X	X	X
	NC 54 superstreet (east)	Meadowmont Dr	Barbee Chapel Rd	Improvements	X		X
NC 54/Farrington Rd grade separation	Farrington Rd	NC 54	Improvements	X		X	
NC 54/US 15-501 Bypass	NC 54	US 15-501	Widening	X		X	

	Road Name	From	To	Improvement Type	Mod.	Transit	Hwy
	Orange Grove Connector	Orange Grove Rd	US 70	New Location	X	X	X
	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	New Location	X	X	X
	US 15-501/NC 54 Int.	US 15-501	NC 54	Improvements	X		X
2040 MTP	I-40 HOV	Wake County Line	NC 54	New Location	X		X
	NC 54 superstreet (west)	Burning Tree	Meadowmont Dr	Improvements	X		X
	Old NC 86	I-40	Lafayette Dr	Widening	X		X
	Old NC 86	Lafayette Dr	US 70 Business	Widening	X		X
Comprehensive Transportation Plan	Erwin Rd	NC 751	US 15-501	Modernization			X
	I-40 HOV/HOT	US 15-501	NC 86	New Location			X
	I-85/US 70 Connector	I-85 (Interch. Improve.)	US 70	TSM			X
	Lystra Rd	US 15-501	Jack Bennet Rd	Modernization			X
	Mason Farm Rd Realignment	Near S Columbia St		New Location			X
	NC 54/Barbee Chapel Rd	NC 54	Barbee Chapel Rd	Interchange			X
	NC 54/Falconbridge	NC 54	Falconbridge Rd	Interchange			X
	NC 86	Old NC 10	US 70 Business	Widening			X
	NC 86	US 70 Bypass	NC 57	Widening			X
	Seawell School Rd	Estes Dr	Homestead Rd	Modernization			X
	US 15-501 Superstreet	Sage Rd	E Lakeview Dr	TSM			X
	US 15-501/Manning Interchange	Manning Dr	Manning Dr	TSM			X
	US 70 Bypass	NC 86	I-85 (exit 170)	Widening			X
	Western Bypass	US 70	NC 86	New Location			X
Western Bypass	NC 86	Stroud Creek Rd	New Location			X	
Not in any MPO plan	Elizabeth Brady Rd Ext	US 70 Business	St Mary's Rd	New Location			
	Leesville Rd Ext	Northern Parkway	US 70/Angier Rd	New Location			
	SW Durham Drive	Farrington Rd (I-40)	Old Chapel Hill Rd				
	US 15-501	I-40	Franklin St	Widening			

Note: List of projects in Preferred Option subject to change

Transit Projects of Orange County Interest Included in MTP Alternatives*

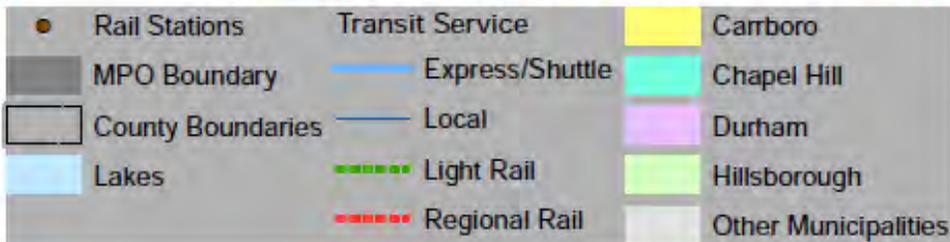
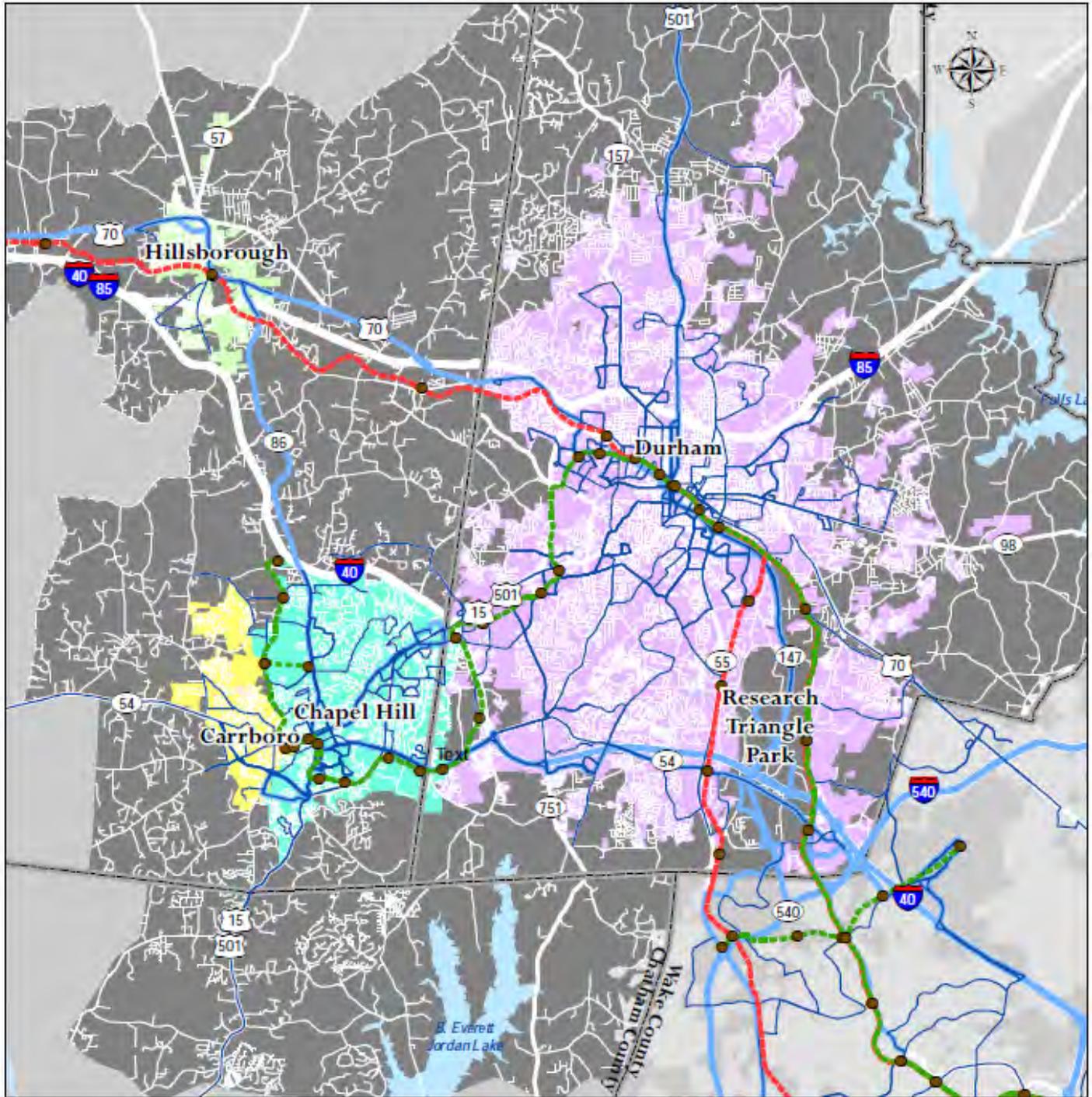
Project Type	Location/Termini	Mod.	Transit**	Hwy
Local service	Chapel Hill – Hillsborough	X		X
Local Service	Chapel Hill	X	X	X
Local Service	Hillsborough	X	X	X
Express/Shuttle	Chapel Hill – Durham	X	X	X
Express/Shuttle	Chapel Hill – Raleigh	X	X	X
Local Service	Other current local services in Triangle Area	X	X	X
Local Service	Chapel Hill – Pittsboro	X	X	
Express	Chapel Hill – Hillsborough	X	X	
Express/Shuttle	Mebane – Hillsborough – Durham	X	X	
Express/Shuttle	I-40/54 – Raleigh	X	X	
Light Rail	Chapel Hill – Downtown Durham	X	X	
Regional Rail	Downtown Durham – Raleigh	X		
BRT	MLK Blvd in Chapel Hill	X	X	
BRT	Five Additional Locations In Chapel Hill		X	
Light Rail	Additional Extension to Carrboro and Carolina North		X	
Light Rail	Downtown Durham – Wake Co		X	
Regional Rail	Cary – Western RTP		X	
Regional Rail	Downtown Durham – Hillsborough – Efland			

Note: List of projects in Preferred Option subject to change

*The official draft table of transit services included in the three transit networks is not yet available.

**The map of the transit network in the Transit Intensive Alternative was not available by deadline for agenda. The map included on page 7 of this handout.

Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Transit Intensive Network



Transit 7-12

August 27, 2012



**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

Member Governments:

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange

**2040 Metropolitan Transportation Plan
And
Comprehensive Transportation Plan**

Alternatives Analysis Report

August 17, 2012

Direct Questions and Comments to:

Andy Henry
City of Durham -- Transportation Division
101 City Hall Plaza
Durham, NC 27701
(919) 560-4366
andrew.henry@durhamnc.gov

www.dchcmpo.org

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2040 MTP and CTP Alternatives -- Introduction

What is the 2040 MTP?

The 2040 Metropolitan Transportation Plan (MTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2040 MTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2040 MTP is also designed to support land use and air quality goals for the urban area, and must be prepared in accordance with Federal transportation and environmental requirements. Projects must be in the 2040 MTP to receive state and federal transportation funding in the North Carolina Transportation Improvement Program (TIP).

What is the CTP?

North Carolina General Statute 136-66.2 requires each municipality or Metropolitan Planning Organization (MPO), with the cooperation of the NCDOT, to develop a Comprehensive Transportation Plan (CTP) serving present and anticipated travel demand in and around the MPO. The principal differences between the MTP and CTP include:

- MTP lists only proposed highway improvements and transit services, whereas the CTP maps out both the current and proposed projects;
- MTP must be fiscally-constrained, i.e., the anticipated revenues must cover the anticipated costs, but the CTP has no fiscal element.

The development process for these two documents is very similar – each includes the use of a travel demand model and extensive public involvement. As a result, the DCHC MPO will complete the development process for both documents at the same time.

What are Alternatives?

The DCHC MPO plans to develop and evaluate several Alternatives in the process to create the 2040 Metropolitan Transportation Plan. Each Alternative will be a combination of a Transportation network, which includes a set of highway, transit and other transportation improvements, and a Land Use scenario that depicts the distribution of population and employment for the year 2040. These Alternatives will be run in the Triangle Regional Model (TRM) to produce a set of transportation performance measures that describe how the transportation system will meet the travel demand generated by a particular population and employment distribution in the year 2040. These performance

measures, such as the level of roadway congestion, average travel time, and transit ridership, will be used to evaluate and compare the various Alternatives.

It should be noted that it is very unlikely that one of the Alternatives in its entirety would be advanced as the Preferred Option. These Alternatives have been designed to emphasize a particular mode in meeting the future travel demands so that the public and technical staff can understand how the designated mode meets travel demand. In fact, it is unlikely that the Alternatives using the Highway Intensive and Transit Intensive networks are financially feasible.

How can Citizens Participate?

There are many opportunities for citizens to review and comment on the Alternatives and Preferred Option at a series of public workshops and public hearings that will take place from August through December 2012. The complete public involvement calendar for the Alternatives is displayed in the table on the next page. The DCHC MPO Web site will continue to post a detailed list of these public involvement opportunities in the Alternatives Analysis section of the Website – www.dchcmo.org. For more information, citizens can also contact Andy Henry, (919) 560-4366, extension 36419, or andrew.henry@durhamnc.gov.

Public Hearing -- The MPO policy board, the Transportation Advisory Committee (TAC), will conduct a public hearing on September 12, 2012, 9AM, in the Committee Room on the 2nd Floor of Durham City Hall. The public can sign up to speak directly to the TAC on the Alternatives.

Where to Send Comments – Comments can be sent to the following email and postal address”

- andrew.henry@durhamnc.gov.
- Andrew Henry
City of Durham/Transportation Dept.
101 City Hall Plaza
Durham, NC 27701

Comment Period – The public comment period for the Alternatives will run from August 17, 2012 through October 10, 2012.

Alternatives Analysis – Public Involvement Calendar

Jurisdiction	Elected Board	Planning Board	Transportation Board	Bicycle/Pedestrian Board	Transit Board	Public Workshops
City of Durham	9/27/2012	9/11/2012	n/a	8/21/2012	9/3/2008	9/18 Durham Station Transportation Center*
Durham County	9/24/2012	9/11/2012	n/a	8/21/2012	n/a	
Chapel Hill	9/24 or 10/8	TBD	TBD	TBD (Active Living)	n/a	9/20 (tentative) Chapel Hill Town Hall, 4-7pm
Carrboro	9/11 & 10/2	9/20/12	9/20/12			
Hillsborough	9/24/12	9/20/12	n/a	n/a	n/a	9/13 “The Barn”, 4-7 pm
Orange County	10/2/2012	Invited to OUTBoard Mtg	9/19/2012	n/a	n/a	
Chatham County	9/17/2012	9/11/2012	8/28/2012	8/23/2012	n/a	n/a

*One workshop will be focused for environmental justice organizations.

Notes: Check DCHC MPO Web site for any meeting date and time updates – www.dchcmo.org.
Check local government information to make sure the Alternatives is on the agenda.

What is the Next Step in the 2040 MTP Process?

In the next major step in the 2040 MTP development process, the public, elected officials and technical staff will use the evaluation and comparison of the Alternatives to create a single Alternative that best meets the MPO’s Goals and Objectives and the fiscal constraint requirements. The fiscal restraint requirements demand that the project costs do not exceed the expected funding revenues. This final Alternative is called the Preferred Option, and it will also go through a public review process similar to that of the Alternatives.

Development of Alternatives

The table below shows the combinations of transportation networks and land use scenarios that will be modeled for the 2040 MTP development process to produce each Alternative.

Land Use/Network	Highway Intensive	Transit Intensive	Moderate
CommPlan	Yes	Yes	Yes
All-in-Transit	No	Yes	Yes

The land use scenarios are based on the following assumptions:

Community Plan

- Based on local comprehensive plans
- Used in Deficiency Analysis (June 2012)

All-in-Transit

- Based on local comprehensive plans, plus...
- Additional and enhanced transit oriented developments
- Additional development attraction to rail and premium transit

The table on the next page summarizes the highway and transit projects included in each of the three transportation networks. Section 7 provides a map and project list for each transportation network.

The remainder of this report is dedicated to presenting tables and maps that show the level to which each of the Alternatives meets the forecasted travel demand. Two additional Alternatives from the Deficiency Analysis are used for purposes of comparison. The MPO completed the Deficiency Analysis in June 2012 and the detailed results are available on the MPO Web page.

- 2010 – This is the current condition. It uses the current transportation network and current population and employment distribution.
- E+C (Existing plus Committed) – This is the no build alternatives. It uses the current transportation network (including any committed projects) and the forecasted population and employment.

Transportation Networks

	Highway Intensive	Transit Intensive	Moderate
Highway	<ul style="list-style-type: none"> • 2035 LRTP • CTP highway projects ➤ 410 new lanes miles ➤ \$3.1 billion highway costs ➤ <u>2,979</u> total lane miles in network 	<ul style="list-style-type: none"> ➤ Basically, 2015 and 2025 tier ➤ No 2035 tier or CTP highway projects ➤ 120 new lanes miles ➤ \$0.3 billion highway costs ➤ <u>2,842</u> total lanes miles in network 	<ul style="list-style-type: none"> ➤ Basically, 2035 LRTP (minus some minor highway projects) ➤ 261 new lanes miles ➤ \$1.6 billion highway costs ➤ <u>2,737</u> total lanes miles in network
Transit	<ul style="list-style-type: none"> • Current bus transit • No rail transit ➤ <u>2,028</u> bus transit line miles (Triangle) 	<ul style="list-style-type: none"> • Current bus transit • County plans (based on ½ cent sales tax) • LRT between Durham and Wake (instead of CRT) • LRT and CRT extensions in Orange County • CRT addition between Cary and western RTP • All Bus Rapid Transit (BRT) in Chapel Hill ➤ <u>2,646</u> bus transit line miles (Triangle) ➤ 69,354 transit service miles (Triangle) ➤ 520 miles of rail transit line (Triangle) 	<ul style="list-style-type: none"> • Current bus transit • County plans (based on ½ cent sales tax) • LRT and CRT (based on Locally Preferred Alternative) • MLK Blvd Bus Rapid Transit (BRT) in Chapel Hill ➤ <u>2,882</u> bus transit line miles (Triangle) ➤ 66,211 transit service miles (Triangle) ➤ 150 miles of rail transit line (Triangle)

Notes: New lane miles only includes proposed widenings and new roadways in the Alternative.

Total lane miles includes all interstates, arterials and major collector streets in the Alternative network; most local streets are not included.

Transit line miles, service miles and miles of rail transit line are daily values and are for the entire Triangle region.

Summary of Alternatives

The Alternatives presented in this report can be summarized as follows:

2010 – This benchmark shows the current state of the transportation system. It assumes the 2010 highway and transit network and 2010 population and employment.

E+C (Existing plus Committed) – This is the no build benchmark – it shows the state of the transportation system in the year 2040 if no highway or transit improvements are made.

Highway Intensive – This transportation network assumes an emphasis on highway improvements and less investment in transit (e.g., does not include rail transit)

Transit Intensive – This transportation network assumes an emphasis on bus and rail investment, including the extension of light rail transit beyond the UNC-Chapel Hill area and the extension of commuter rail transit into Orange County. There are two Alternatives using this network:

- one assumes a year 2040 land use scenario with Transit Oriented Development (TOD) around proposed rail stations to take advantage of the synergy between the rail mode and concentrated station development – this land scenario is called All-in-Transit for this study.
- one assumes a 2040 land use scenario based on the local comprehensive plans – this scenarios is called Community Plan (CommPlan).

Moderate – This transportation network assumes a mix of highway projects, bus transit and rail transit that is very similar to that of the 2035 Long Range Transportation Plan (2035 LRTP). Like the Transit Intensive network, there are two Alternatives for this network – one for each of the All-in-Transit and Community Plan land use scenarios.

See the Alternatives Description and Socioeconomic Data sections of this report for detailed information on the transportation networks and land use scenarios used to create these Alternatives.

How is Report Organized?

This report presents the TRM model output first and then provides details on the land use scenarios and the Alternatives. The model output begins with the broad, system-wide Performance Measures and progressively moves toward more project based information such as the congestion maps (e.g., volume/capacity ration).

Who Can I Contact?

For more information, citizens can contact Andy Henry, (919) 560-4366, extension 36419, or send an email to andrew.henry@durhamnc.gov.

2040 MTP and CTP Alternatives – Performance Measures

Purpose of Performance Measures

Performance Measures provide a general indicator from a variety of perspectives such as mobility, travel time, congestion, mode choice, and air quality. The measures are not specific to a particular roadway or travel corridor but instead cover the entire transportation system, and therefore are useful for comparing the overall efficiency and effectiveness of the different transportation Alternatives. Most of the data used for calculating the Performance Measures comes from the Triangle Regional Model (TRM), which is a travel demand model that forecasts future travel statistics based on a set of assumptions concerning the highway network, transit service and other transportation facilities.

Presentation of Performance Measures

The first section is a table that presents all the Performance Measures for all of the Alternatives. Next a series of graphs compare key Performance Measures.

2040 MTP and CTP
Performance Measures

	SE Data Scenario	2010	2040	CommPlan	CommPlan	AIT	CommPlan	AIT
	Transportation Network	2010	E+C	Highway	Moderate	Moderate	Transit	Transit
1	Performance Measures							
1.1	Total Vehicle Miles Traveled (VMT-daily)							
1.1.1	All Facility+C Connectors	13,217,550	21,281,636	21,962,571	21,549,193	21,687,674	21,678,833	21,787,173
1.1.2	All Facility (no C Connectors)	12,430,435	19,842,072	20,556,024	20,140,382	20,280,151	20,278,564	20,388,595
1.2	Total Vehicle Hours Traveled (VHT-daily)							
1.2.1	All Facility+C Connectors	312,669	614,488	560,421	587,951	597,801	563,549	571,035
1.2.2	All Facility (no C Connectors)	260,012	517,982	466,092	493,481	503,408	469,649	477,242
1.3	Average Speed by Facility (miles/hour)							
1.3.1	- Freeway	63	55	61	58	58	60	60
1.3.2	- Arterial	42	37	39	38	38	39	38
1.3.3	- All Facility	53	46	50	48	48	50	50
1.4	Peak Average Speed by Facility (miles/hour)							
1.4.1	- Freeway	62	52	59	56	55	58	58
1.4.2	- Arterial	41	35	38	36	36	37	37
1.4.3	- All Facility	51	43	48	45	45	47	47
1.5	Daily Average Travel Length - All Person Trips							
1.5.1	- Travel Time	14.0	15.4	14.5	15	15	15	15
1.5.2	- Travel Distance	6.3	5.9	6.2	6	6	6	6
1.6	Daily Average Travel Length - Work Trips							
1.6.1	- Travel Time	17.7	19.4	18.0	19	19	18	18
1.6.2	- Travel Distance - Work Trips	9.1	8.0	8.5	8	8	8	8
1.7	Peak Average Travel Length - All Person Trips							
1.7.1	- Peak Travel Time	14.8	16.7	15.5	16	16	16	16
1.7.2	- Peak Travel Distance	6.7	6.1	6.5	6	6	6	6
1.8	Daily Average Travel Length - All CV Trips							
1.8.1	- Travel Time	15.0	17.2	15.7	16	16	16	16
1.8.2	- Travel Distance	8.3	8.5	8.5	9	8	8	8
1.9	Daily Average Travel Length - Truck Trips							
1.9.1	- Travel Time	15.3	17.4	16.0	17	17	16	16

2040 MTP and CTP
Performance Measures

	SE Data Scenario	2010	2040	CommPlan	CommPlan	AIT	CommPlan	AIT
	Transportation Network	2010	E+C	Highway	Moderate	Moderate	Transit	Transit
1.9.2	- Travel Distance	8.5	8.8	8.7	9	9	9	9
1.1	Hours of Delay (daily)	27,446	139,455	77,308	108,972	115,868	85,700	90,952
1.10.1	Truck Hours of Delay (daily)	1,086	4,742	2,604	3,752	3,942	2,884	3,026
1.11	Percent of VMT experiencing congestion - All Day							
1.11.1	- Freeway	1.7%	17.1%	5.6%	0	10.3%	5.9%	6.0%
1.11.2	- Arterial	3.3%	14.5%	7.0%	0	11.3%	9.1%	9.1%
1.11.3	- All Facility	2.0%	13.7%	5.2%	0	9.3%	6.1%	6.1%
1.12	Percent of VMT experiencing congestion - Peak							
1.12.1	- Freeway	3.0%	30.7%	9.8%	0	18.1%	10.4%	10.5%
1.12.2	- Arterial	5.0%	22.7%	11.4%	0	17.9%	14.7%	14.5%
1.12.3	- All Facility	3.1%	22.7%	8.7%	0	15.2%	10.2%	10.2%
1.12.4	- Designated truck routes	5.0%	16.6%	6.7%	0	11.3%	9.2%	9.9%
1.12.5	- Facilities w/bus routes	3.8%	20.0%	9.7%	0	15.3%	10.5%	10.6%
2	Mode Share Measures							
2.1	All Trips - Daily							
2.1.1	- Drive alone (single occupant vehicle -SOV)	864,965	1,535,469	1,556,192	1,545,257	1,552,393	1,540,220	1,546,013
2.1.2	- Carpool (Share ride)	683,083	1,184,575	1,210,390	1,197,270	1,226,494	1,194,841	1,222,487
2.1.3	- Bus	50,579	71,588	74,672	63,940	63,058	71,791	71,085
2.1.4	- Rail	-	-	-	11,328	13,582	25,653	31,615
2.1.5	- Non-Motorized (Bike and Walk)	176,554	281,839	275,473	280,755	328,135	274,454	320,615
2.2	Work Trips - Daily							
2.2.1	- Drive alone (single occupant vehicle -SOV)	270,716	473,750	480,908	473,593	475,254	471,702	472,977
2.2.2	- Carpool (Share ride)	35,360	61,545	63,278	62,312	62,966	61,445	61,961
2.2.3	- Bus	12,852	19,080	20,448	17,707	17,857	20,187	20,254
2.2.4	- Rail	-	-	-	3,755	4,628	8,999	11,089
2.2.5	- Non-Motorized (Bike and Walk)	16,343	25,102	24,155	25,211	30,632	23,418	28,437
2.3	All Trips - Peak Hours							
2.3.1	- Drive alone (single occupant vehicle -SOV)	483,159	845,886	865,655	854,112	857,969	854,752	858,178
2.3.2	- Carpool (Share ride)	411,958	704,589	727,434	717,207	736,381	718,074	736,989

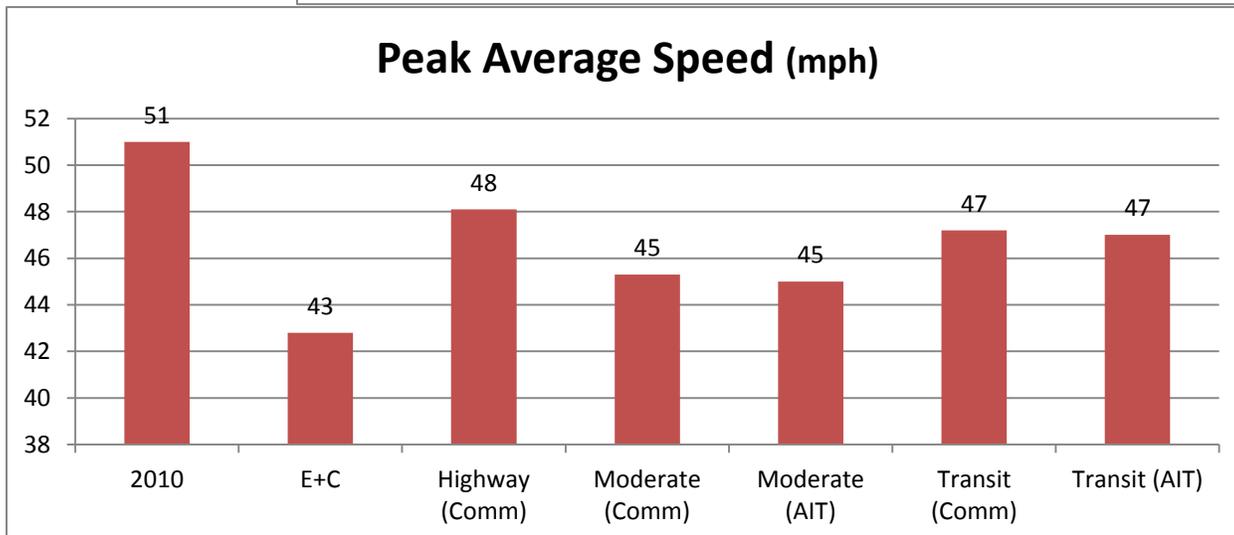
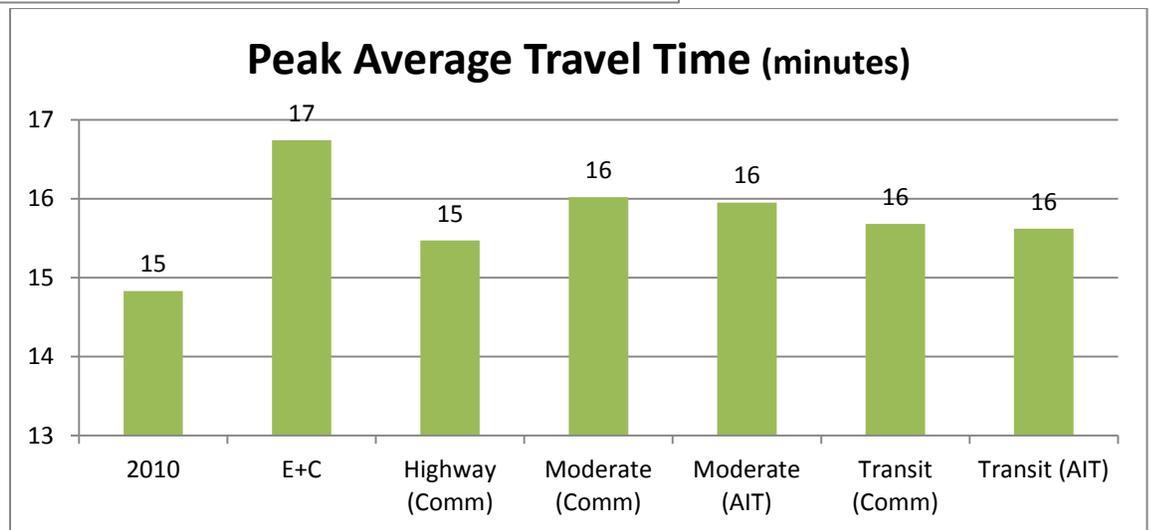
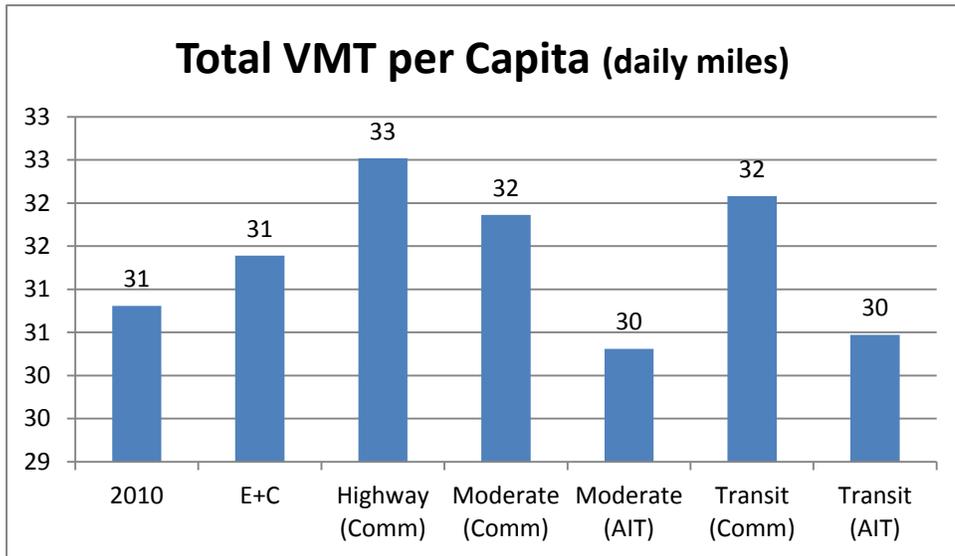
2040 MTP and CTP
Performance Measures

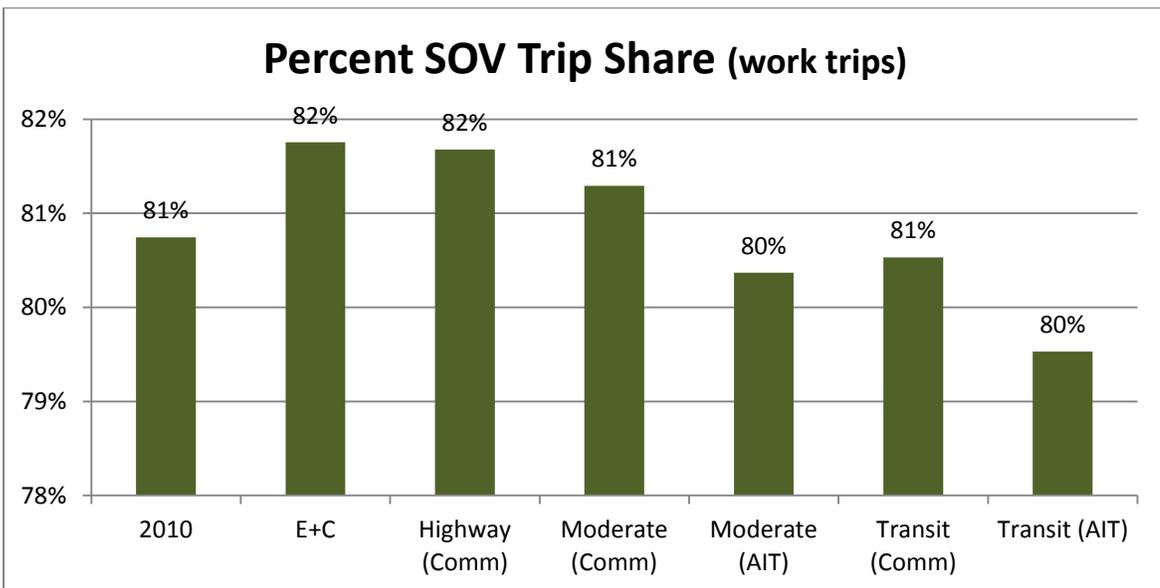
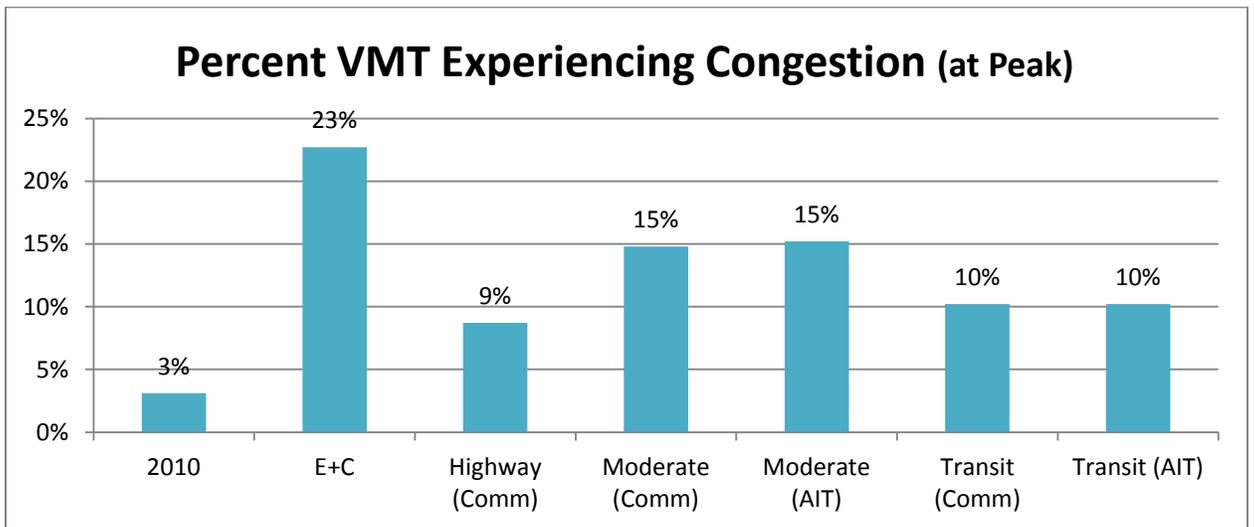
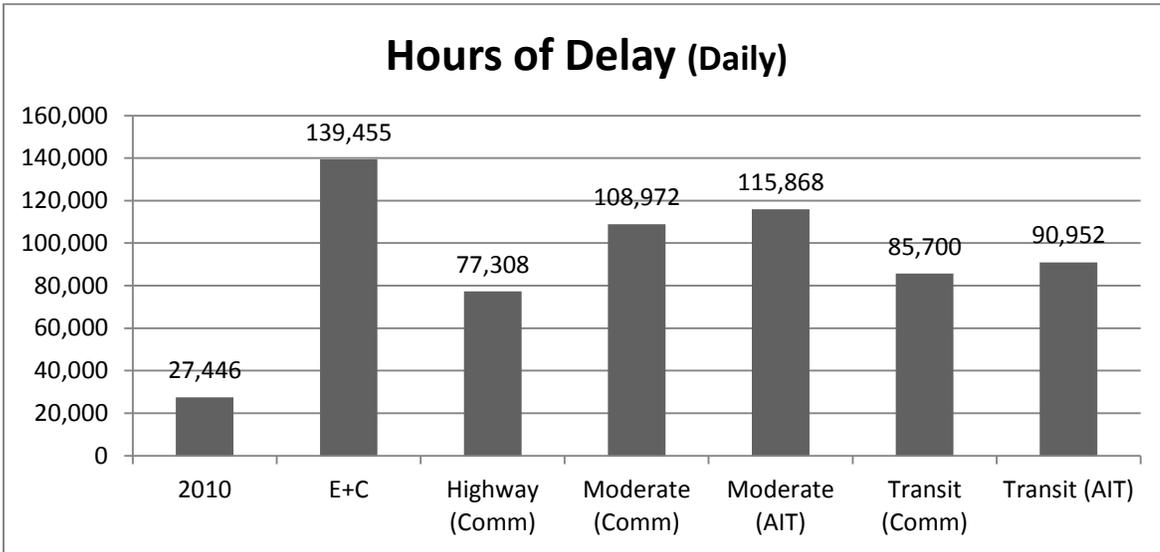
	SE Data Scenario	2010	2040	CommPlan	CommPlan	AIT	CommPlan	AIT
	Transportation Network	2010	E+C	Highway	Moderate	Moderate	Transit	Transit
2.3.3	- Bus	25,416	34,741	37,027	31,730	31,495	34,188	33,862
2.3.4	- Rail	-	-	-	5,719	6,854	14,583	17,813
2.3.5	- Non-Motorized (Bike and Walk)	101,821	165,869	158,458	163,674	190,068	158,798	184,229
3 Transit Measures								
3.1	Transit Ridership by Prod. Ends	Total	Total	Total	Total	Total	Total	Total
3.1.1	- TTA (Including Rail)	5,362	8,853	9,858	32,777	38,760	70,658	86,916
3.1.2	- CAT	16,639	22,957	24,986	42,763	44,330	45,698	47,725
3.1.3	- CHT	26,788	38,460	39,061	37,476	38,194	45,900	46,888
3.1.4	- DATA	17,637	25,924	26,614	22,467	21,719	25,359	24,399
3.1.5	- NCSU	12,147	21,332	21,403	16,571	17,742	16,926	18,241
3.1.6	- DUKE	14,007	17,358	17,631	17,204	16,342	17,274	16,446
3.1.7	- OPT	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3.1.8	- CARY	1,412	2,136	2,266	12,066	14,366	14,213	16,252
3.1.9	Total	93,988	137,015	141,816	181,320	191,449	236,025	256,867
3.2	Ridership By Prod. Ends by Routes							
3.2.1	Rail CR CP EB (ID: 237)		N/A	N/A	2,061	2,637	634	1,009
3.2.2	Rail CR CP WB (ID: 238)		N/A	N/A	2,061	2,637	1,870	2,212
3.2.3	Rail LRT D-O 1 EB (ID: 239)		N/A	N/A	4,288	5,103	172	335
3.2.4	Rail LRT D-O 1 WB (ID: 240)		N/A	N/A	4,288	5,103	255	477
3.2.5	Rail LRT Wake 1 EB (ID: 241)		N/A	N/A	5,046	6,229	693	877
3.2.6	Rail LRT Wake 1 WB (ID: 242)		N/A	N/A	9,142	10,207	1,389	1,770
3.2.7	Rail CR Long EB (ID: 243)		N/A	N/A	N/A	N/A	2,280	2,874
3.2.8	Rail CR Long WB (ID: 244)		N/A	N/A	N/A	N/A	8,215	9,730
3.2.9	Rail CR West Cary NB (ID: 245)		N/A	N/A	N/A	N/A	699	808
3.2.10	Rail CR West Cary SB (ID: 246)		N/A	N/A	N/A	N/A	469	491
3.2.11	Rail LRT Apex-Cary NB (ID: 247)		N/A	N/A	N/A	N/A	3,460	4,623
3.2.12	Rail LRT Apex-Cary SB (ID: 248)		N/A	N/A	N/A	N/A	1,727	2,461
3.2.13	Rail LRT D-O 2 Long EB (ID: 249)		N/A	N/A	N/A	N/A	8,567	10,861
3.2.14	Rail LRT D-O 2 Long WB (ID: 250)		N/A	N/A	N/A	N/A	13,051	16,474

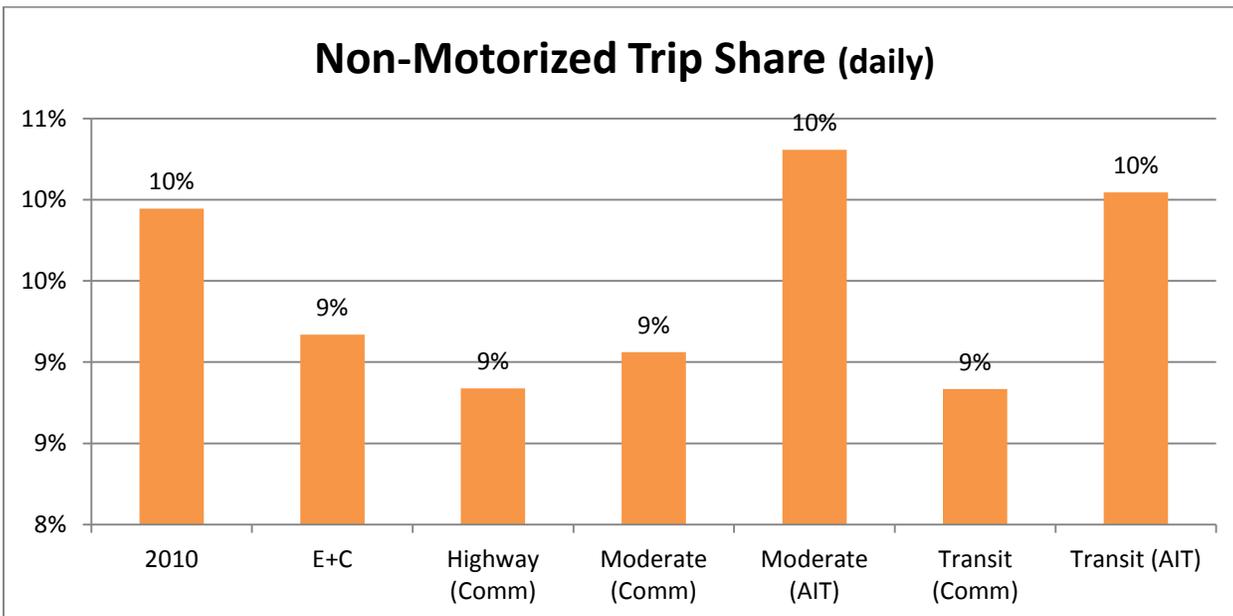
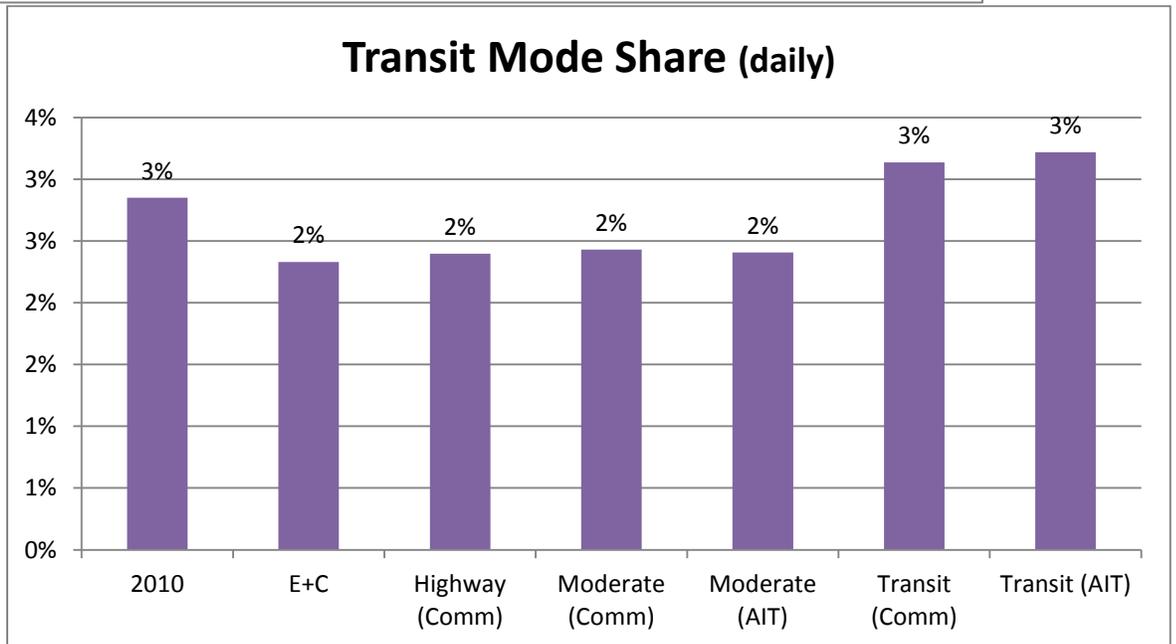
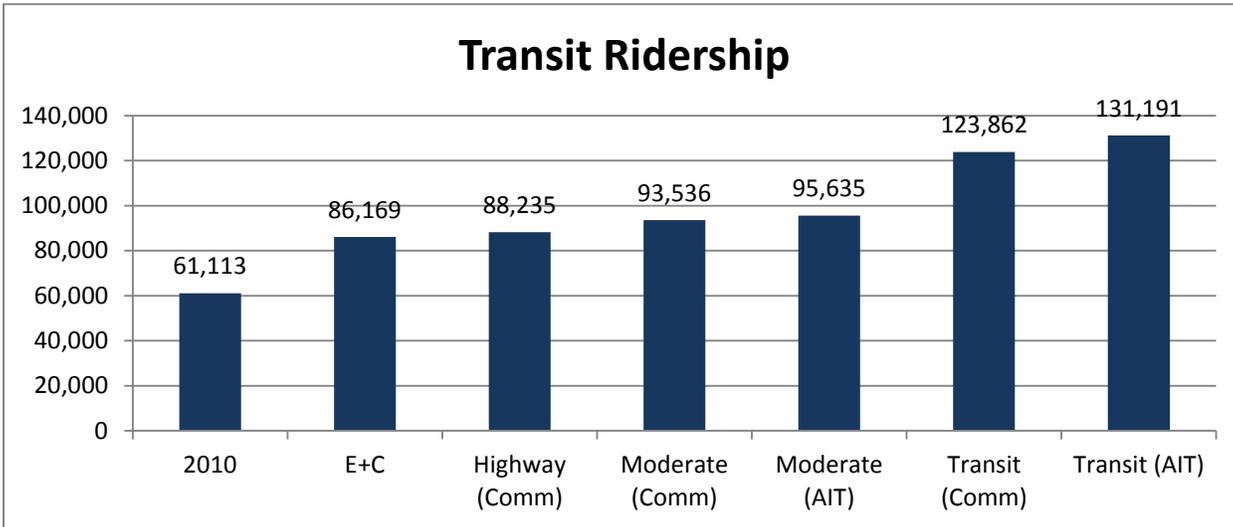
	SE Data Scenario	2010	2040	CommPlan	CommPlan	AIT	CommPlan	AIT
	Transportation Network	2010	E+C	Highway	Moderate	Moderate	Transit	Transit
3.2.15	Rail LRT RDU Connection EB (ID: 251)		N/A	N/A	N/A	N/A	1,683	2,244
3.2.16	Rail LRT RDU Connection WB (ID: 252)		N/A	N/A	N/A	N/A	541	917
3.2.17	Rail LRT Wake 2 Long EB (ID: 253)		N/A	N/A	N/A	N/A	6,382	7,731
3.2.18	Rail LRT Wake 2 Long WB (ID: 254)		N/A	N/A	N/A	N/A	10,863	12,932
3.2.19	Rail LRT CHT Cnctr (ID: 301)		N/A	N/A	N/A	N/A	94	103
3.3	Total Rail Ridership		N/A	N/A	26,890	31,922	63,062	78,945
4 Demographics Measures								
4.1	Population	403,494	632,102	632,102	632,102	669,124	632,102	669,124
4.2	Employment	261,566	427,876	427,876	427,876	428,337	427,876	428,337
4.3	Total Daily Person Trips	1,775,182	3,073,472	3,116,728	3,098,552	3,183,664	3,106,960	3,191,817
4.3.1	Work Person Trips	335,271	579,478	588,790	582,580	591,338	585,752	594,719
4.4	Total Daily CV Trips	137,279	211,324	211,324	211,324	211,592	211,324	211,592
4.4.1	Daily Truck Trips	57,715	85,991	85,991	85,991	85,992	85,991	85,992
5 Other Measures								
5.1	Lane Miles	2,472	2,548	2,979	2,737	2,737	2,842	2,842
CV = Commercial vehicles (which includes large and small trucks and vans).								
Trucks = Subset of CV that includes only large trucks.								
Transit <u>ridership</u> is higher than transit <u>trips</u> because transfers are counted multiple times in ridership numbers.								
Average Speed (1.3 and 1.4), Percent of Congested VMT (1.11 and 1.12) and Hours of Delay (1.10) calculations do not include local streets or centroid connectors (which often represent local streets in modeling networks)								

2040 MTP and CTP

Performance Measures – Graphs







2040 MTP and CTP Alternatives – Travel Time

Purpose of Travel Time Measure

This measure calculates and compares the travel time between key activity centers in the Triangle for the afternoon peak period, which occurs from 3:30pm to 7:30pm. The six activity centers include:

- Downtown Durham
- Carrboro/Chapel Hill
- Downtown Hillsborough
- Research Triangle Park
- Downtown Raleigh, and
- Pittsboro

These centers attract a significant portion of the travel demand in the region and therefore the most important travel corridors are between these centers. The travel time impact that each Alternative has on these corridors indicates the effectiveness of that particular Alternative.

Presentation of Travel Time Measure

This section presents the travel time data by Alternative. A series of tables presents the travel time between the activity centers and then compares those values to the Existing plus Committed scenario (E+C). The E+C represents the no build alternative, and thus the comparison demonstrates how effective the particular Alternative reduces travel time from that worst case scenario. A map shows the travel time comparison, as well.

The first set of travel time tables and map show the 2010 and E+C scenario to help provide a baseline for comparison for the Alternatives.

Alternatives – Travel Time 2010 and E+C

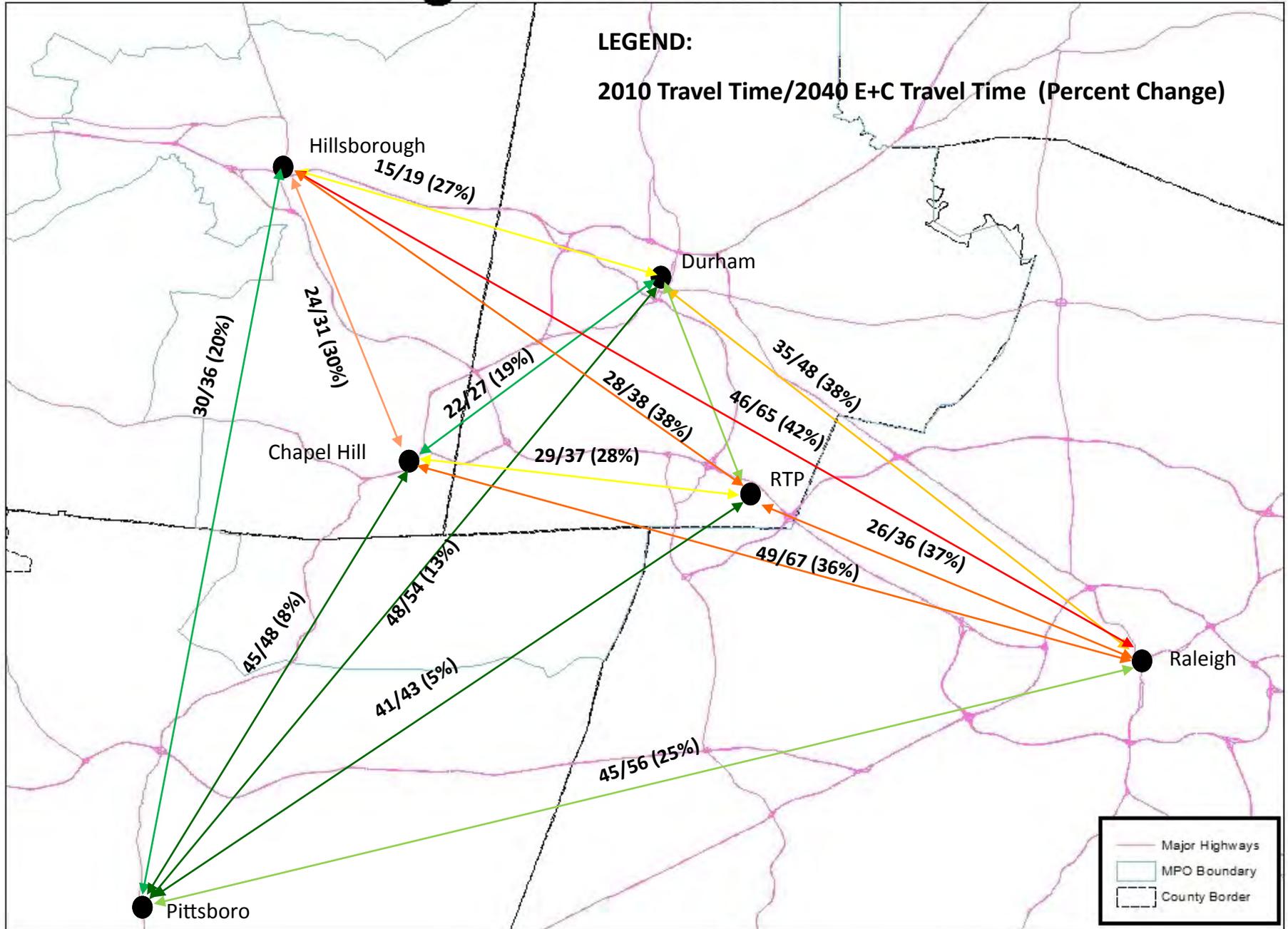
This series of tables compares the 2010 and E+C travel times. The E+C includes the 2040 population and employment with no improvements to the current transportation network. The comparison table (3rd) table shows the percent increase in travel time from 2010 to 2040, and shades the cells with an increasingly hot color as the percentage increases. Trips involving Raleigh and Hillsborough would experience the greatest percentage increase in trip time, while Pittsboro trips would experience the smallest percentage increase. These results reinforce the congestion maps that show the corridors between Raleigh and Hillsborough, such as I-40, US 70 and I-85, experiencing increasingly long delays.

2010 PM Peak Travel time (minutes)								
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham		14	35	24	22	28	48
	RTP	16		27	16	30	29	43
	Raleigh	35	25		26	50	46	46
	RDU	23	14	27		38	34	44
	Chapel Hill	22	28	49	38		24	45
	Hillsborough	29	27	46	34	25		31
	Pittsboro	48	39	44	42	44	29	

E+C PM Peak Travel time (minutes)								
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham		17	54	30	27	33	56
	RTP	20		43	20	39	37	48
	Raleigh	43	29		30	62	57	56
	RDU	28	15	40		47	43	47
	Chapel Hill	26	35	72	48		28	50
	Hillsborough	40	40	73	50	35		41
	Pittsboro	51	39	56	43	46	31	

Compare 2010 and E+C: PM Peak Travel time (percent increase)								
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham		23%	54%	28%	20%	16%	17%
	RTP	27%		58%	23%	29%	27%	11%
	Raleigh	23%	15%		14%	25%	24%	22%
	RDU	22%	8%	49%		26%	24%	6%
	Chapel Hill	18%	26%	47%	29%		18%	12%
	Hillsborough	39%	49%	60%	45%	41%		34%
	Pittsboro	8%	-1%	28%	1%	4%	6%	

Regional Travel Time In Minutes



(based on afternoon peak travel time)

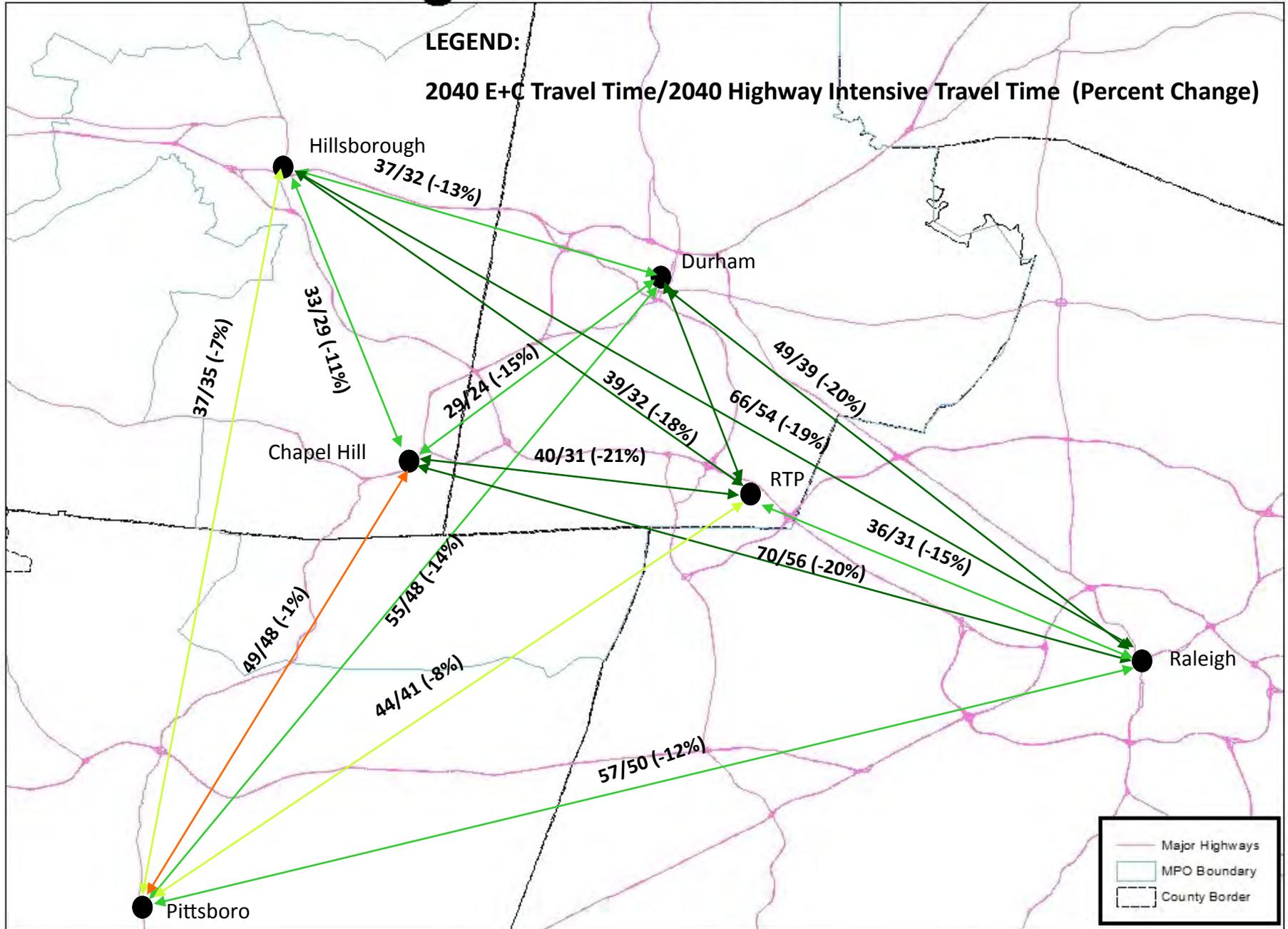
Alternatives – Travel Time

Highway Intensive/CommPlan

This series of tables uses the 2040 Highway Intensive transportation network with the Community Plan land use scenario to create an Alternative for comparison with the E+C travel times. The comparison table (3rd) table shows that trips to Raleigh and Chapel Hill, and trips from the RTP would experience the greatest percentage decrease in trip time (i.e., green shaded cells). The high level of existing and forecasted congestion and the concentration of highway improvements in the plan for these corridors produce these results.

E+C		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		17	54	30	29	33	58
	RTP	21		43	20	42	38	49
	Raleigh DT	44	29		30	65	59	58
	RDU	29	15	40		51	44	48
	Chapel Hill	28	37	74	50		29	51
	Hillsborough	41	41	74	51	37		43
	Pittsboro	52	39	57	44	47	32	
Hwy Int.		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		14	41	25	24	30	49
	RTP	16		34	18	32	31	43
	Raleigh DT	37	28		29	53	50	52
	RDU	23	14	32		39	36	44
	Chapel Hill	25	31	58	41		27	49
	Hillsborough	35	34	58	42	31		38
	Pittsboro	46	38	48	42	48	32	
		Compare E + C and Highway Intensive PM Peak Travel Time (percent increase)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		-18%	-24%	-17%	-18%	-10%	-15%
	RTP	-24%		-22%	-10%	-24%	-18%	-12%
	Raleigh DT	-16%	-5%		-3%	-18%	-15%	-10%
	RDU	-20%	-2%	-20%		-22%	-17%	-9%
	Chapel Hill	-12%	-17%	-22%	-18%		-5%	-4%
	Hillsborough	-15%	-17%	-23%	-17%	-15%		-12%
	Pittsboro	-12%	-2%	-15%	-3%	2%	-1%	

Regional Travel Time In Minutes



(based on afternoon peak travel time)

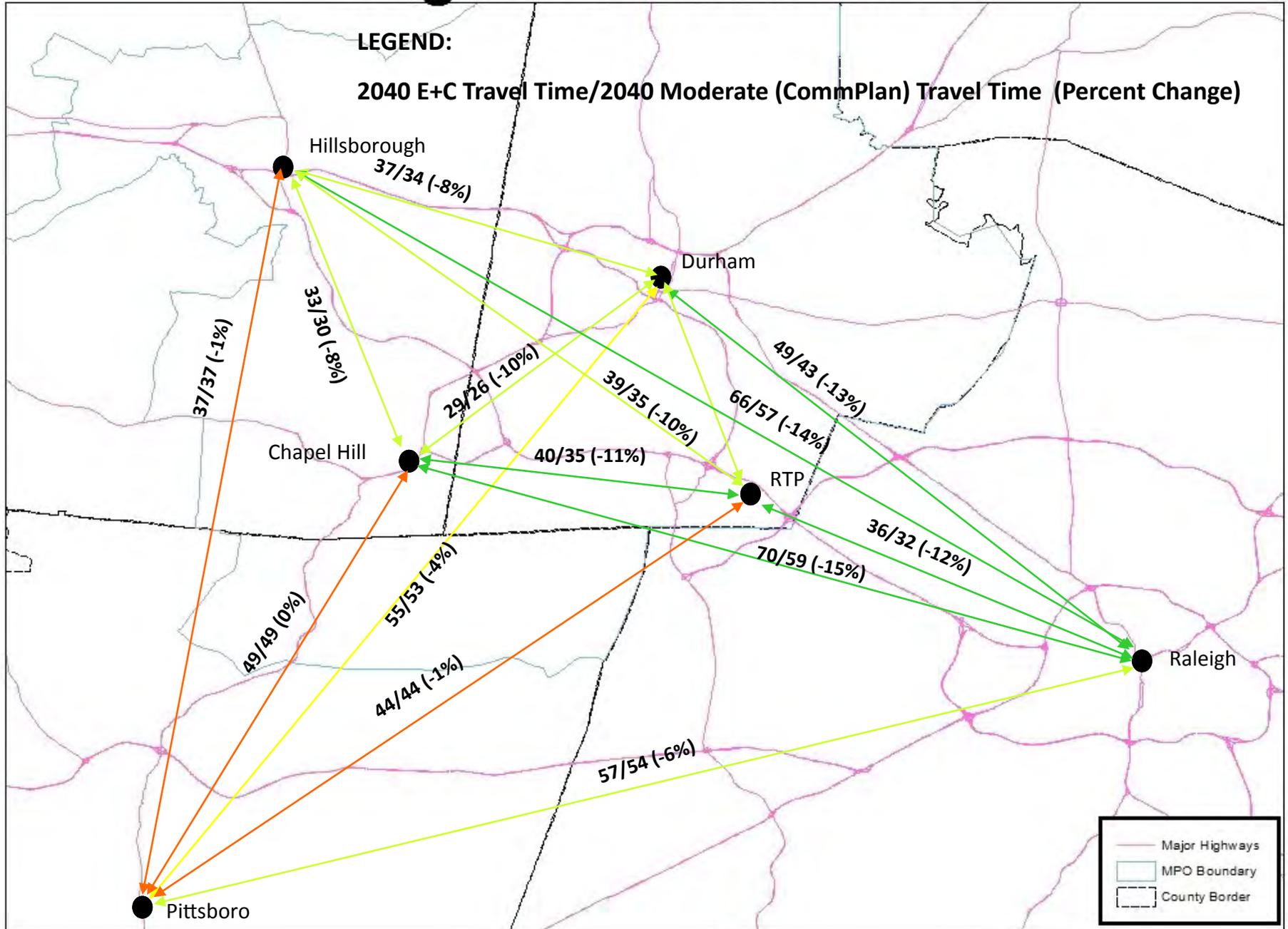
Alternatives – Travel Time

Moderate/CommPlan

This series of tables has the 2040 Moderate transportation network that uses the Community Plan land use scenario Alternative in a comparison with the E+C travel times.

E+C		PM Peak Travel time (w/ Terminal Time)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		17	54	30	29	33	58	
	RTP	21		43	20	42	38	49	
	Raleigh DT	44	29		30	65	59	58	
	RDU	29	15	40		51	44	48	
	Chapel Hill	28	37	74	50		29	51	
	Hillsborough	41	41	74	51	37		43	
	Pittsboro	52	39	57	44	47	32		
ModCom		PM Peak Travel time (w/ Terminal Time)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		17	45	29	26	31	56	
	RTP	18		35	19	36	33	48	
	Raleigh DT	40	29		30	57	53	56	
	RDU	25	15	32		42	39	47	
	Chapel Hill	26	34	61	45		28	51	
	Hillsborough	37	37	61	45	32		42	
	Pittsboro	50	40	51	43	48	32		
		Compare E + C and Moderate (Comm) PM Peak Travel Time (percent increase)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		-3%	-17%	-6%	-13%	-6%	-3%	
	RTP	-14%		-20%	-6%	-15%	-11%	-2%	
	Raleigh DT	-8%	-2%		0%	-13%	-9%	-3%	
	RDU	-13%	-1%	-18%		-16%	-11%	-2%	
	Chapel Hill	-7%	-7%	-17%	-10%		-3%	-1%	
	Hillsborough	-9%	-9%	-17%	-10%	-12%		-3%	
	Pittsboro	-5%	1%	-9%	0%	2%	1%		

Regional Travel Time In Minutes



(based on afternoon peak travel time)

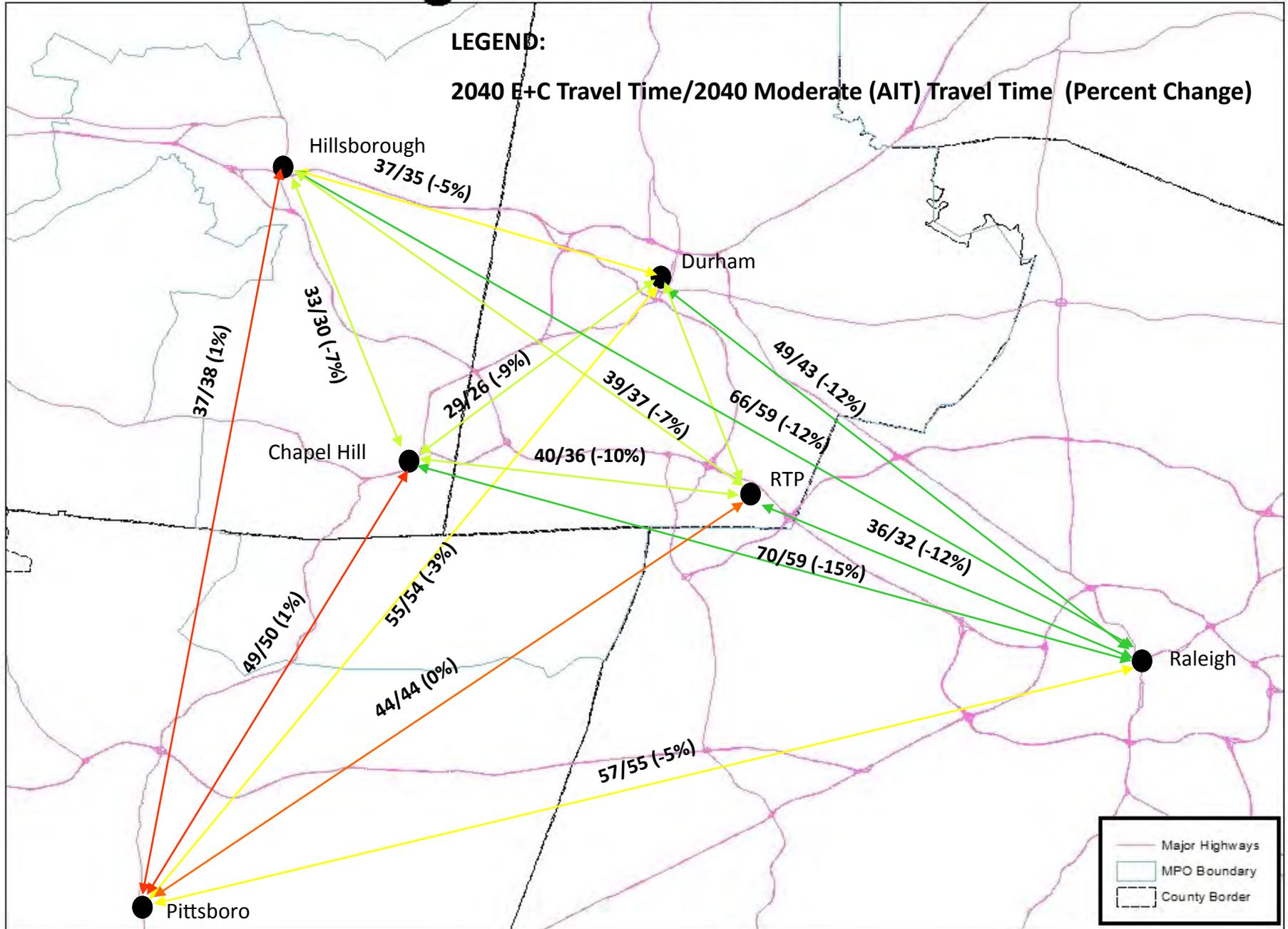
Alternatives – Travel Time

Moderate/All-in-Transit

This series of tables has the 2040 Moderate transportation network that uses the All-in-Transit land use scenario Alternative in a comparison with the E+C travel times.

E+C		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		17	54	30	29	33	58
	RTP	21		43	20	42	38	49
	Raleigh DT	44	29		30	65	59	58
	RDU	29	15	40		51	44	48
	Chapel Hill	28	37	74	50		29	51
	Hillsborough	41	41	74	51	37		43
	Pittsboro	52	39	57	44	47	32	
ModAIT		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		17	46	29	26	32	57
	RTP	17		35	19	36	34	48
	Raleigh DT	40	29		30	57	54	57
	RDU	25	15	33		43	40	48
	Chapel Hill	26	35	62	46		28	51
	Hillsborough	38	39	63	47	33		43
	Pittsboro	50	40	52	44	48	32	
		Compare E + C and Moderate (Comm) PM Peak Travel Time (percent increase)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		1%	-15%	-3%	-11%	-2%	-1%
	RTP	-15%		-19%	-4%	-15%	-9%	-1%
	Raleigh DT	-9%	-2%		-1%	-13%	-8%	-2%
	RDU	-13%	0%	-17%		-16%	-9%	-1%
	Chapel Hill	-7%	-5%	-16%	-9%		-3%	0%
	Hillsborough	-7%	-5%	-15%	-7%	-10%		0%
	Pittsboro	-5%	2%	-8%	1%	2%	2%	

Regional Travel Time In Minutes



(based on afternoon peak travel time)

Alternatives – Travel Time

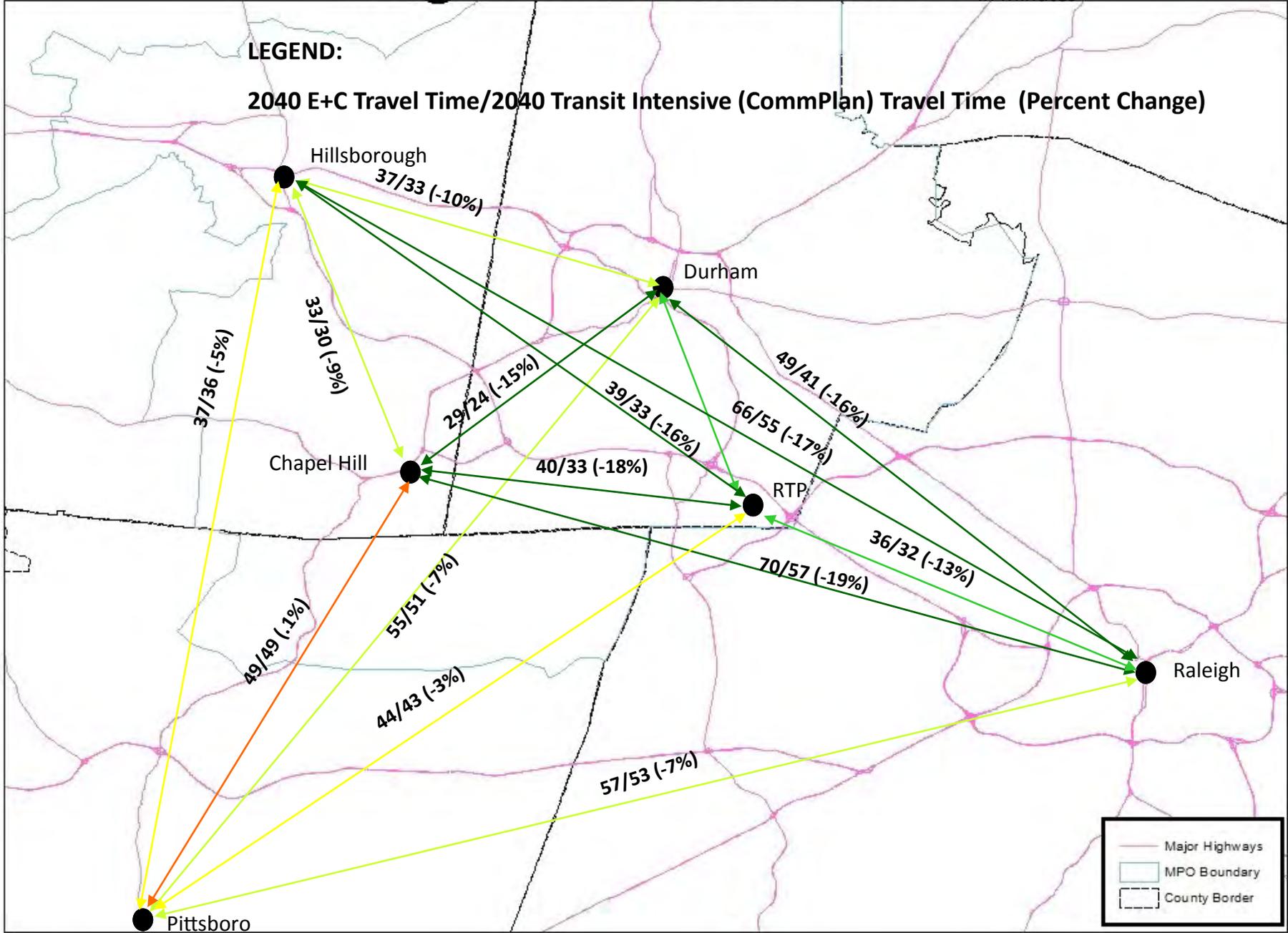
Transit Intensive/CommPlan

This series of tables has the 2040 Transit Intensive transportation network that uses the Community Plan land use scenario Alternative in a comparison with the E+C travel times.

E+C		PM Peak Travel time (w/ Terminal Time)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		17	54	30	29	33	58	
	RTP	21		43	20	42	38	49	
	Raleigh DT	44	29		30	65	59	58	
	RDU	29	15	40		51	44	48	
	Chapel Hill	28	37	74	50		29	51	
	Hillsborough	41	41	74	51	37		43	
	Pittsboro	52	39	57	44	47	32		
TransComm		PM Peak Travel time (w/ Terminal Time)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		15	43	27	24	30	54	
	RTP	17		35	18	33	32	47	
	Raleigh DT	39	29		30	55	52	56	
	RDU	24	14	33		40	37	46	
	Chapel Hill	25	32	58	42		28	50	
	Hillsborough	36	34	59	42	32		40	
	Pittsboro	48	39	51	43	47	32		
		Compare E + C and Moderate (Comm) PM Peak Travel Time (percent increase)							
		To							
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro	
From	Durham DT		-11%	-20%	-12%	-18%	-8%	-7%	
	RTP	-19%		-20%	-8%	-21%	-16%	-5%	
	Raleigh DT	-10%	-2%		0%	-16%	-12%	-4%	
	RDU	-16%	-2%	-18%		-21%	-15%	-3%	
	Chapel Hill	-12%	-14%	-21%	-16%		-3%	-3%	
	Hillsborough	-12%	-15%	-21%	-16%	-13%		-8%	
	Pittsboro	-8%	-1%	-10%	-2%	1%	0%		

Regional Travel Time

In Minutes



(based on afternoon peak travel time)

Alternatives – Travel Time

Transit Intensive/All-in-Transit

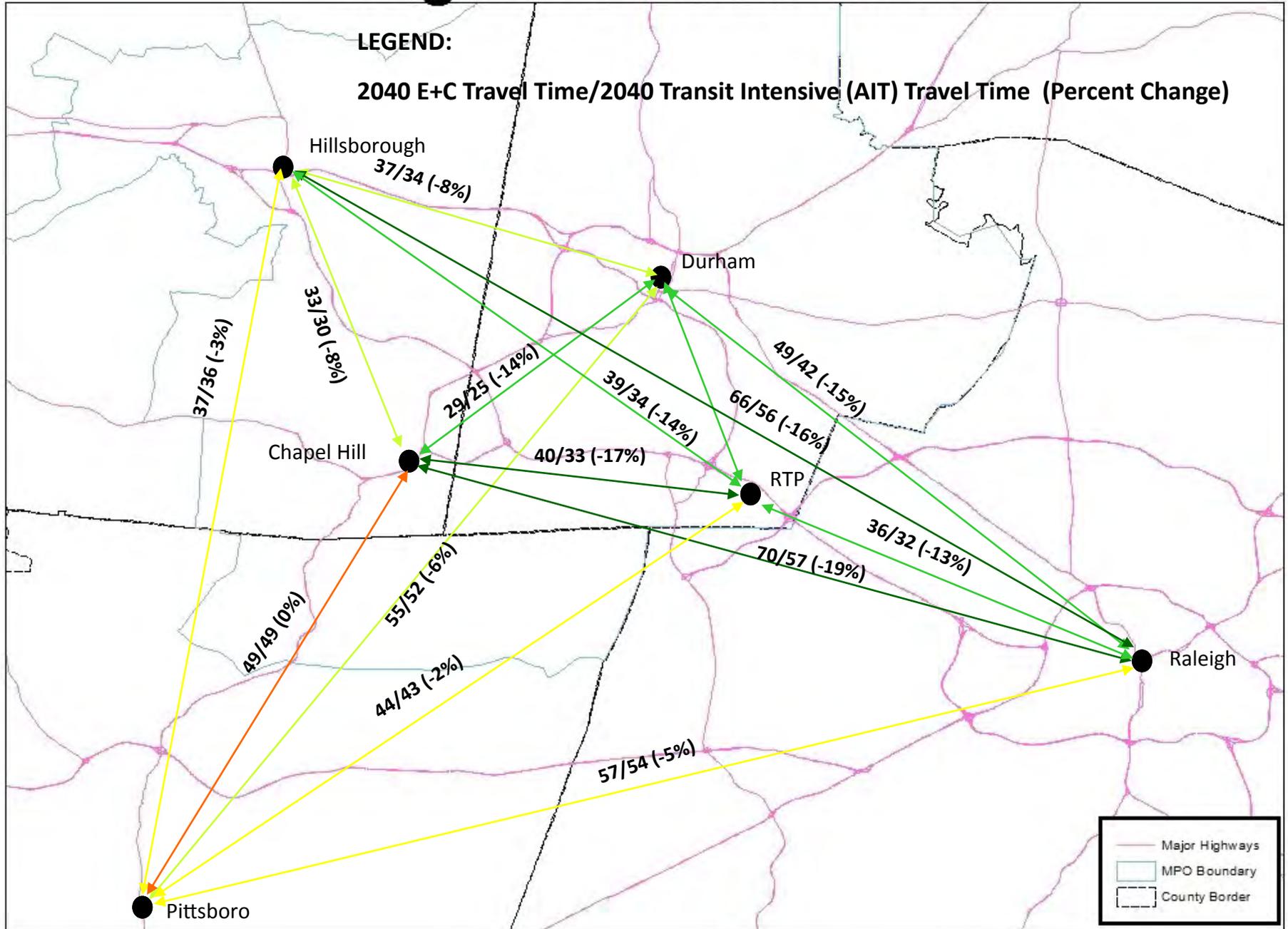
This series of tables has the 2040 Transit Intensive transportation network that uses the All-in-Transit land use scenario Alternative in a comparison with the E+C travel times.

E+C		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		17	54	30	29	33	58
	RTP	21		43	20	42	38	49
	Raleigh DT	44	29		30	65	59	58
	RDU	29	15	40		51	44	48
	Chapel Hill	28	37	74	50		29	51
	Hillsborough	41	41	74	51	37		43
	Pittsboro	52	39	57	44	47	32	

Transit/AIT		PM Peak Travel time (w/ Terminal Time)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		16	44	28	25	32	55
	RTP	17		35	18	33	32	47
	Raleigh DT	39	29		30	55	52	57
	RDU	24	15	33		40	38	47
	Chapel Hill	25	32	59	42		28	50
	Hillsborough	37	35	60	44	32		41
	Pittsboro	48	39	52	43	47	32	

		Compare E + C and Moderate (Comm) PM Peak Travel Time (percent increase)						
		To						
		Durham	RTP	Raleigh	RDU	Chapel Hill	Hillsborough	Pittsboro
From	Durham DT		-7%	-18%	-10%	-16%	-5%	-5%
	RTP	-19%		-20%	-6%	-21%	-14%	-3%
	Raleigh DT	-11%	-2%		0%	-16%	-11%	-2%
	RDU	-16%	0%	-17%		-21%	-13%	-1%
	Chapel Hill	-12%	-12%	-21%	-16%		-3%	-2%
	Hillsborough	-10%	-13%	-19%	-14%	-12%		-6%
	Pittsboro	-8%	0%	-9%	-1%	2%	0%	

Regional Travel Time In Minutes



(based on afternoon peak travel time)

2040 MTP and CTP Alternatives – Isochrones

Purpose of Isochrone Maps

Isochrone travel maps connect the points that have the same travel time from a specified center. They resemble contour maps. They are useful for illustrating the mobility from a specified center and for showing the labor, retail, residential and other markets in terms of travel time. These maps are based the average travel time for the afternoon peak period, which occurs from 3:30pm to 7:30pm. The four specified locations and presentation order are:

- Downtown Durham
- Carrboro/Chapel Hill
- Research Triangle Park, and
- Downtown Raleigh

These centers attract a significant portion of the travel demand in the region. Therefore, it is important to understand the impact that each Alternative has on the travel markets for these centers.

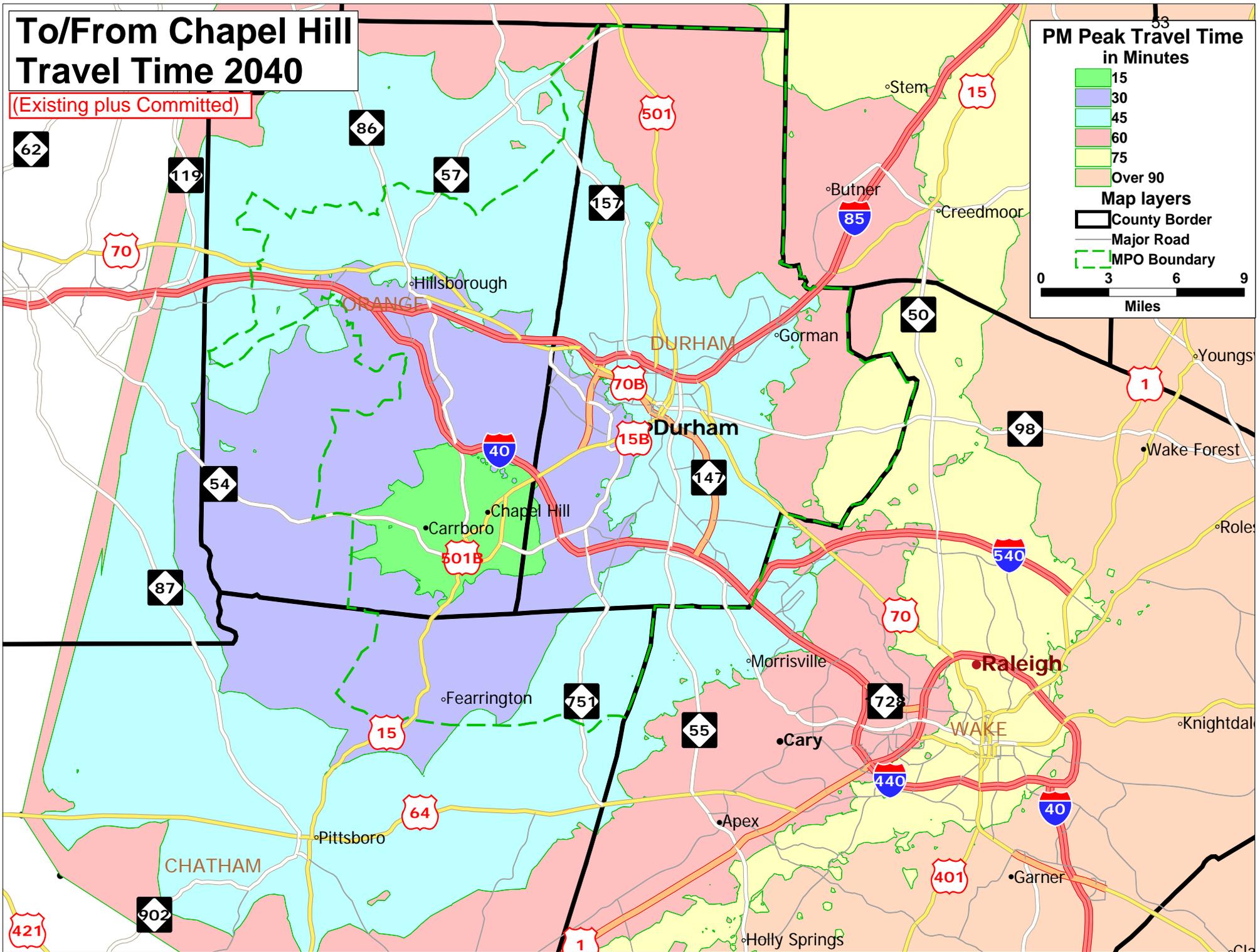
Presentation of Travel Time Measure

This section presents the set of four Isochrone maps by Alternative in the following order:

- E+C
- Highway Intensive/CommPlan
- Moderate/CommPlan
- Moderate/All-in-Transit
- Transit Intensive/CommPlan (will be added by 8/24/12)
- Transit Intensive/All-in-Transit

To/From Chapel Hill Travel Time 2040

(Existing plus Committed)



To/From Research Triangle Park (RTP) Travel Time 2040

(Existing plus Committed)

(Existing plus Committed)

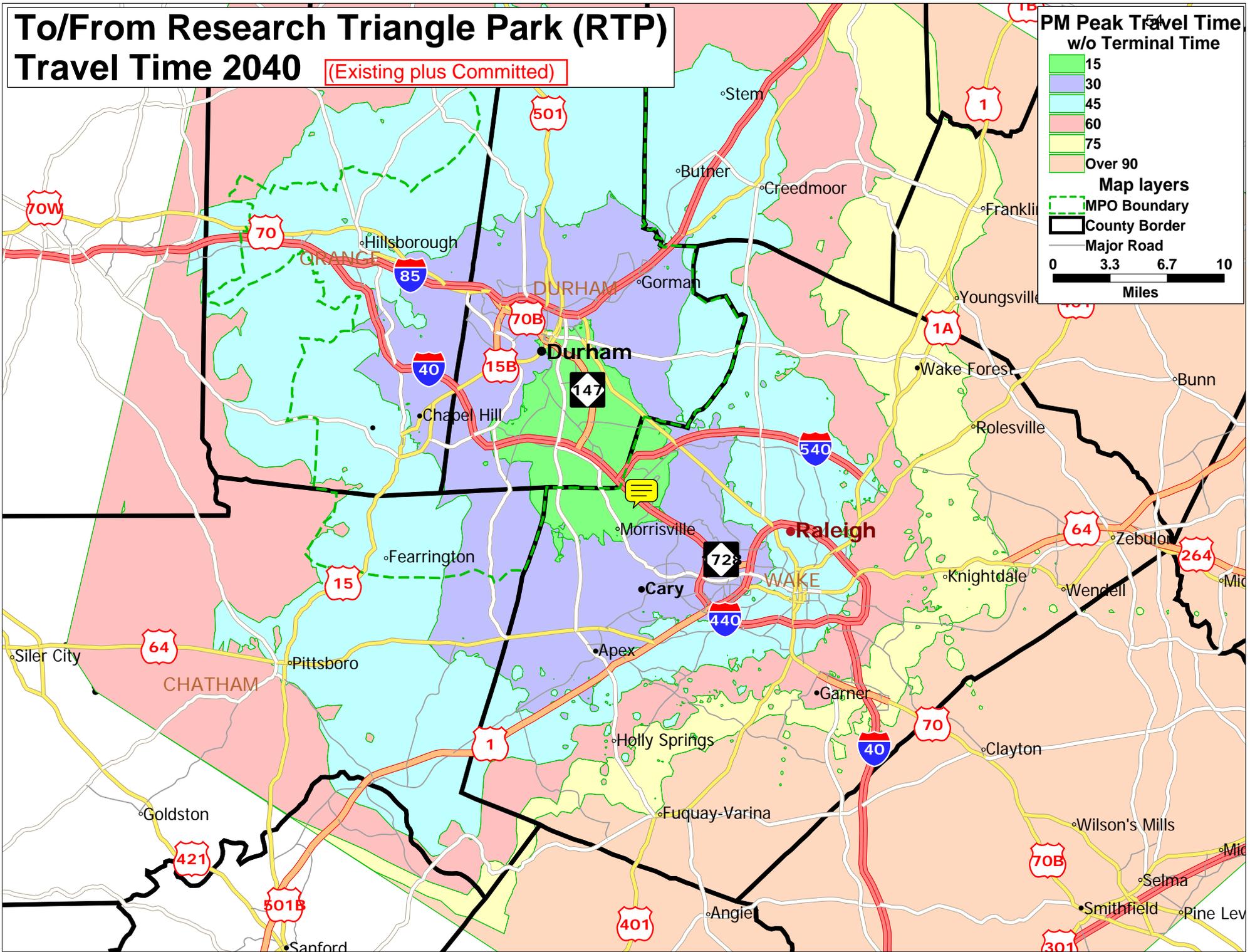
PM Peak Travel Time w/o Terminal Time

- 15
- 30
- 45
- 60
- 75
- Over 90

Map layers

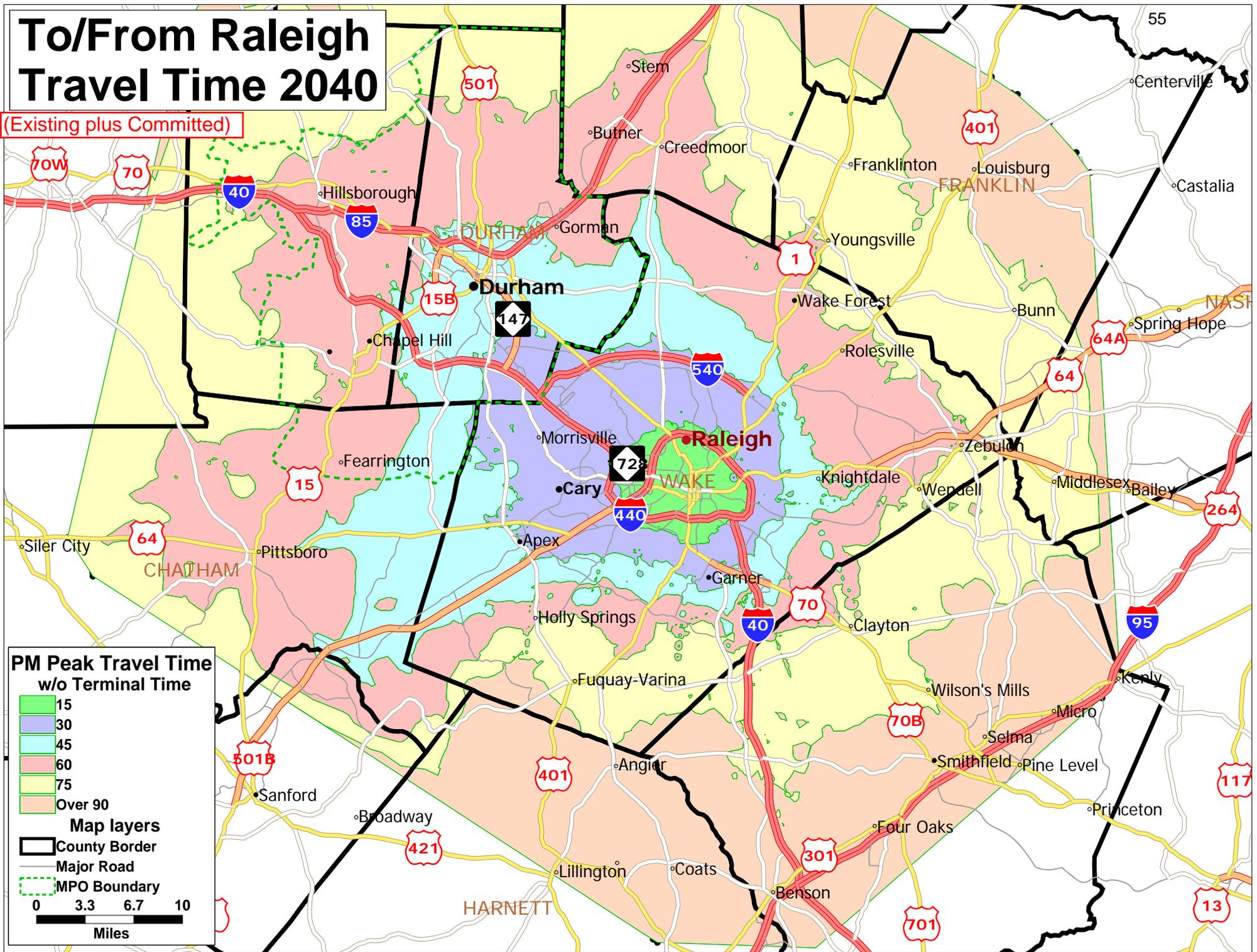
- MPO Boundary
- County Border
- Major Road

0 3.3 6.7 10 Miles

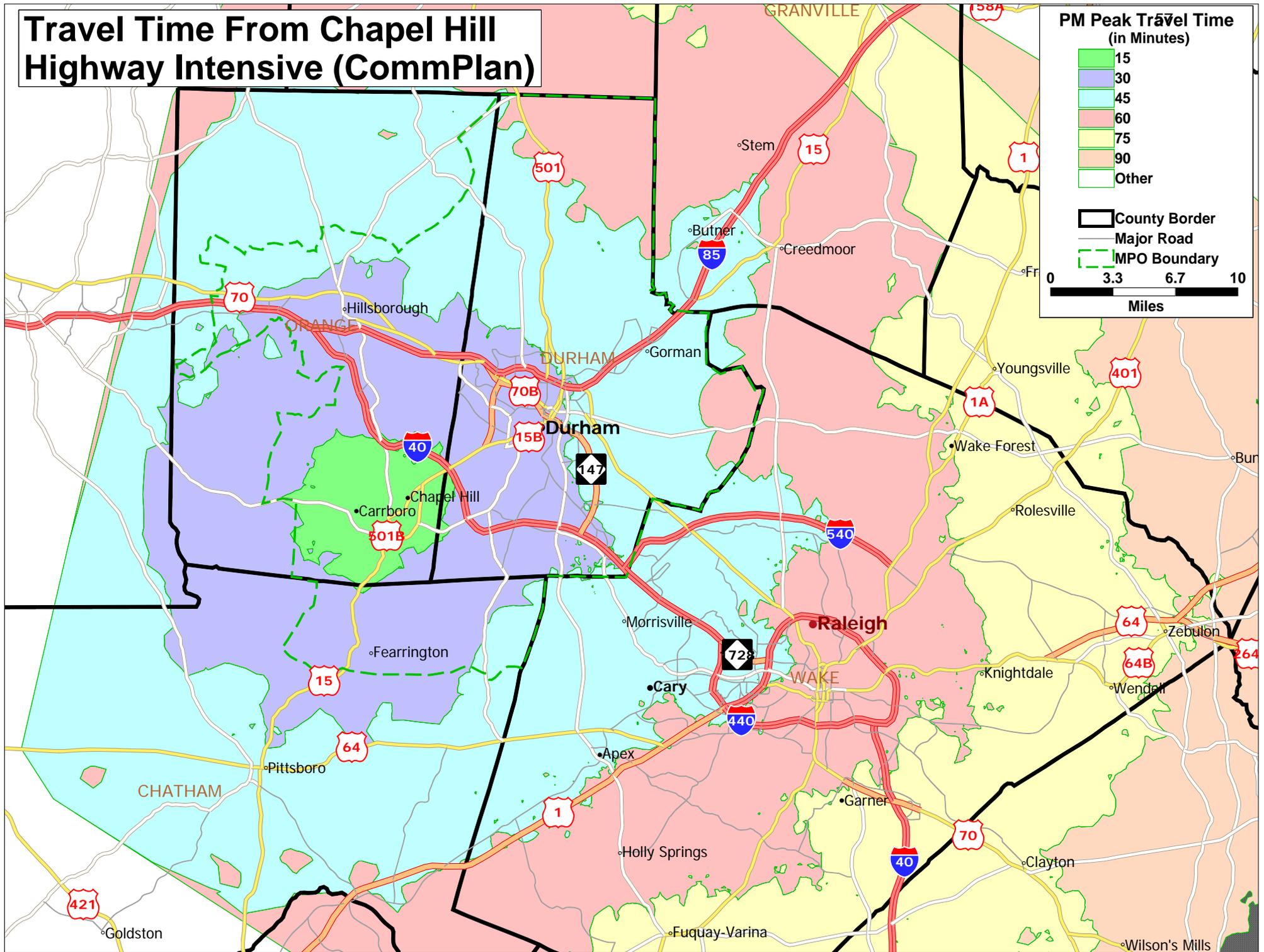


To/From Raleigh Travel Time 2040

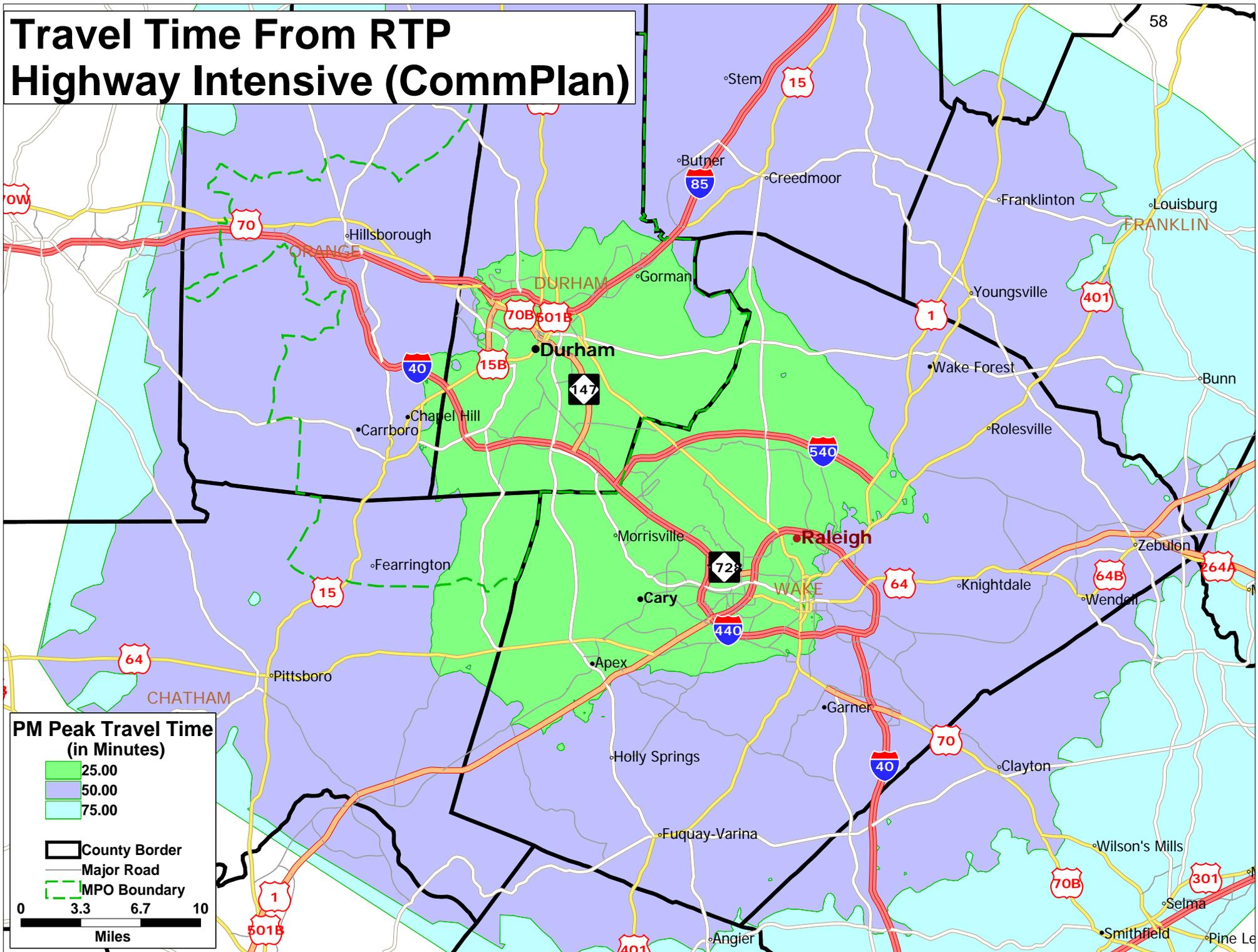
(Existing plus Committed)



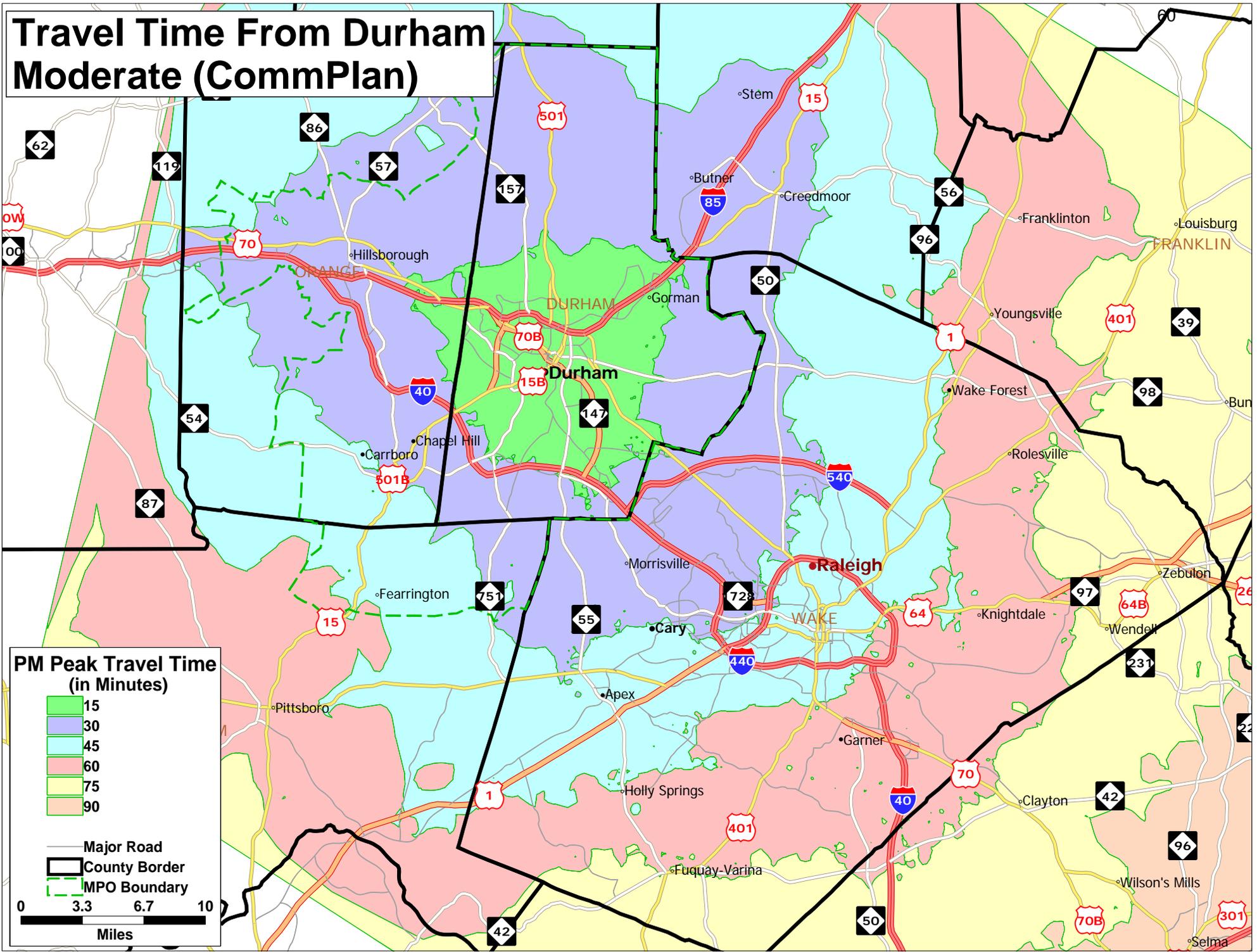
Travel Time From Chapel Hill Highway Intensive (CommPlan)



Travel Time From RTP Highway Intensive (CommPlan)



Travel Time From Durham Moderate (CommPlan)



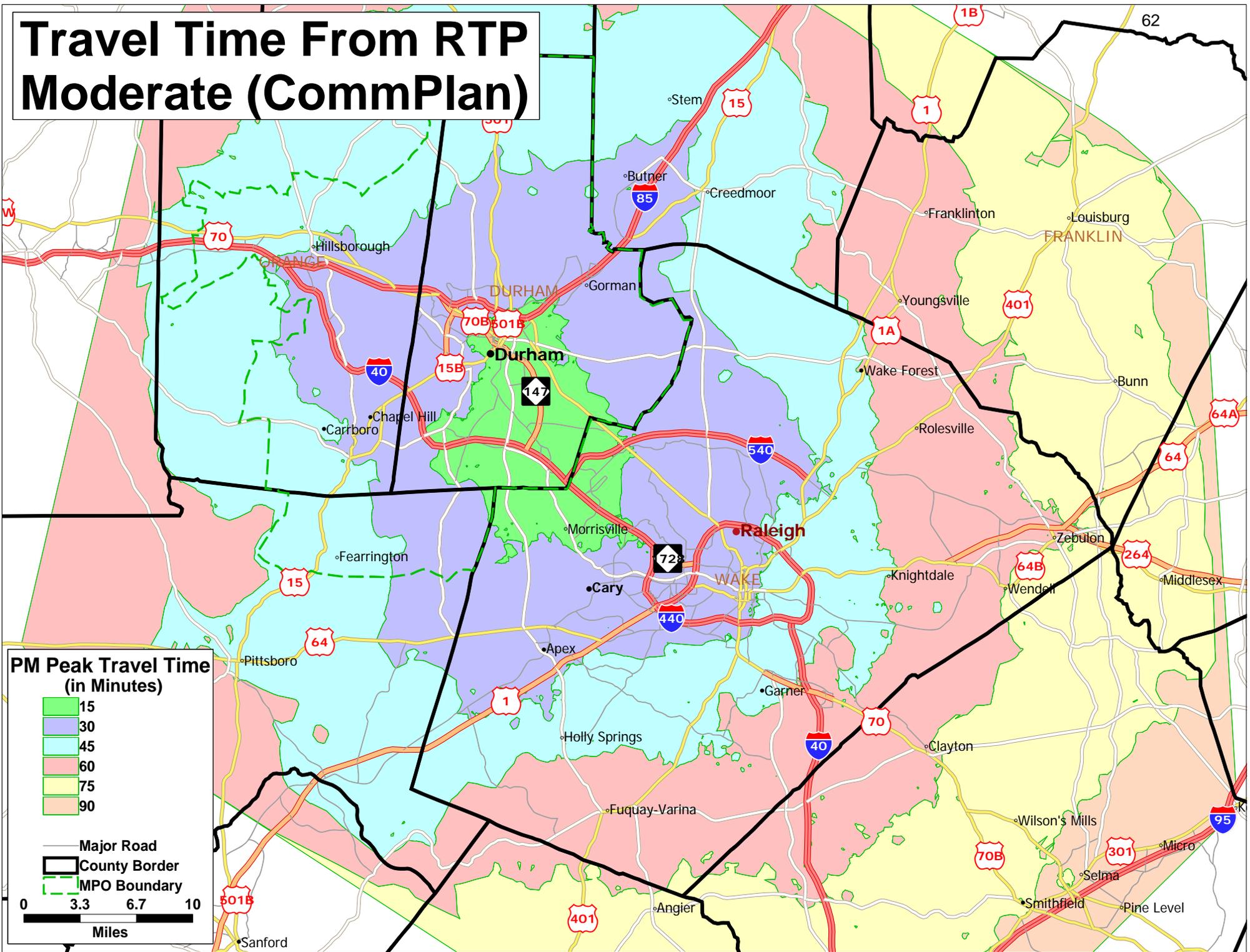
**PM Peak Travel Time
(in Minutes)**

15
30
45
60
75
90

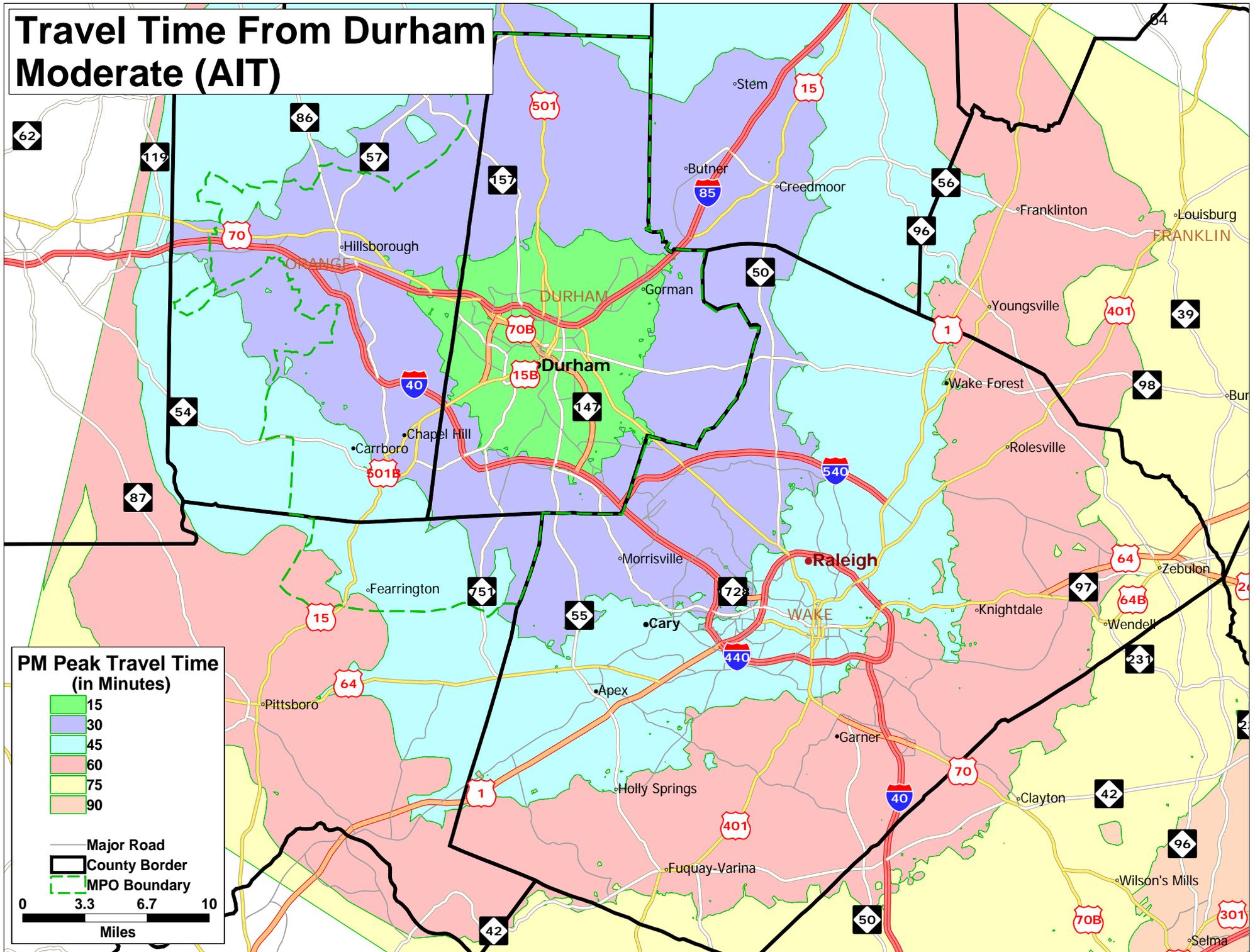
— Major Road
 — County Border
 - - - MPO Boundary

0 3.3 6.7 10
Miles

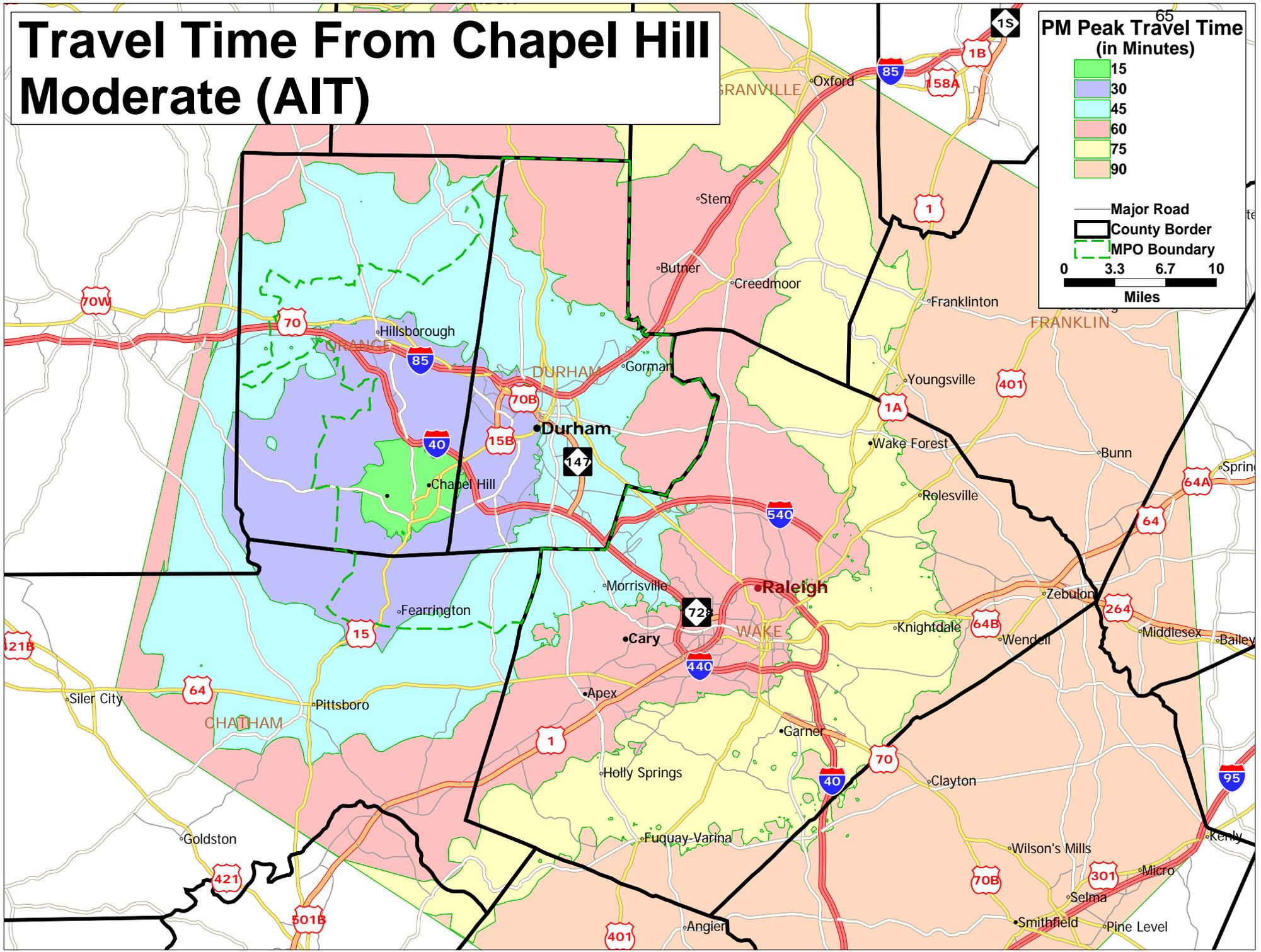
Travel Time From RTP Moderate (CommPlan)



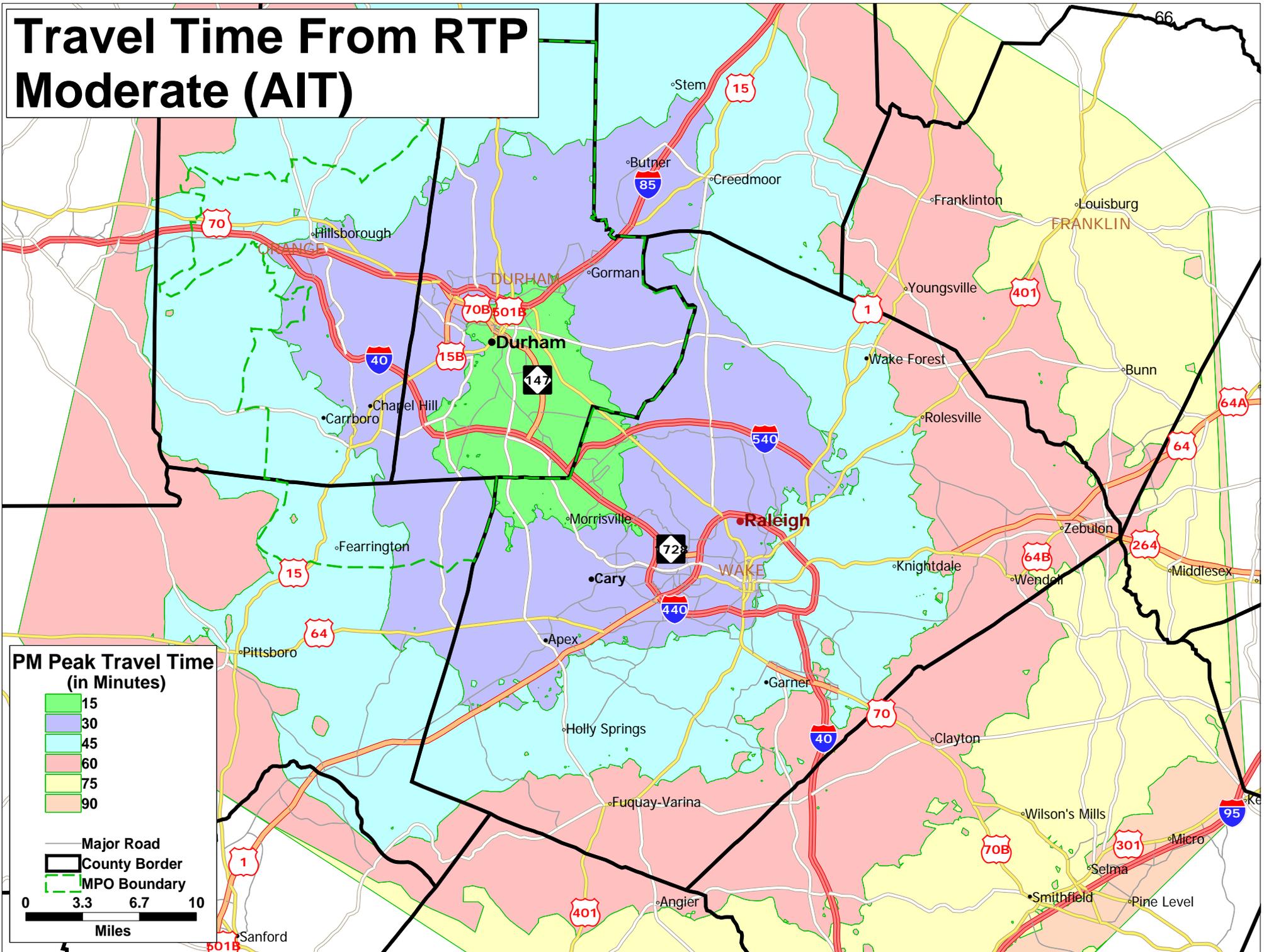
Travel Time From Durham Moderate (AIT)



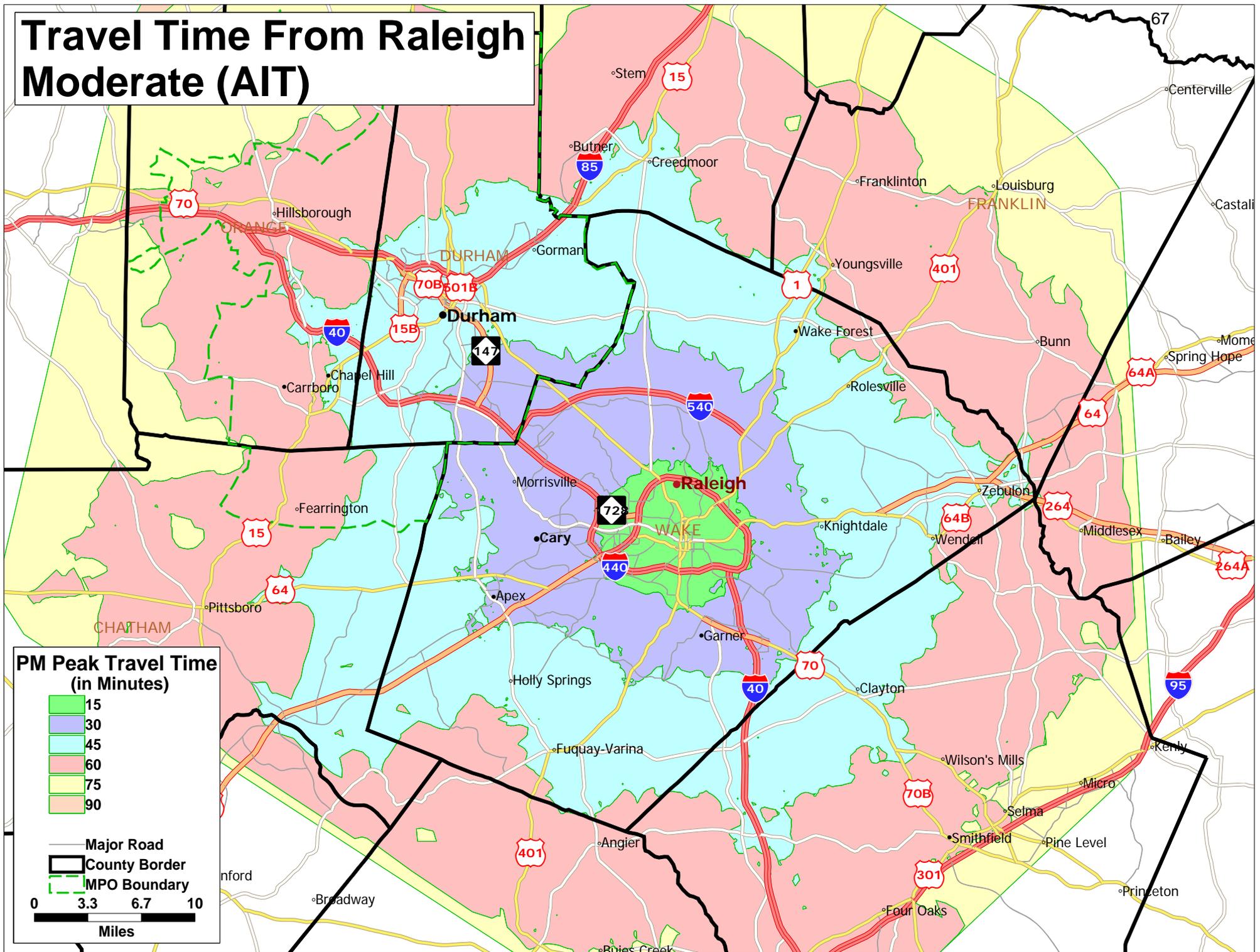
Travel Time From Chapel Hill Moderate (AIT)



Travel Time From RTP Moderate (AIT)



Travel Time From Raleigh Moderate (AIT)



2040 MTP and CTP Alternatives – Isochrones

Purpose of Isochrone Maps

Isochrone travel maps connect the points that have the same travel time from a specified center. They resemble contour maps. They are useful for illustrating the mobility from a specified center and for showing the labor, retail, residential and other markets in terms of travel time. These maps are based the average travel time for the afternoon peak period, which occurs from 3:30pm to 7:30pm. The four specified locations and presentation order are:

- Downtown Durham
- Carrboro/Chapel Hill
- Research Triangle Park, and
- Downtown Raleigh

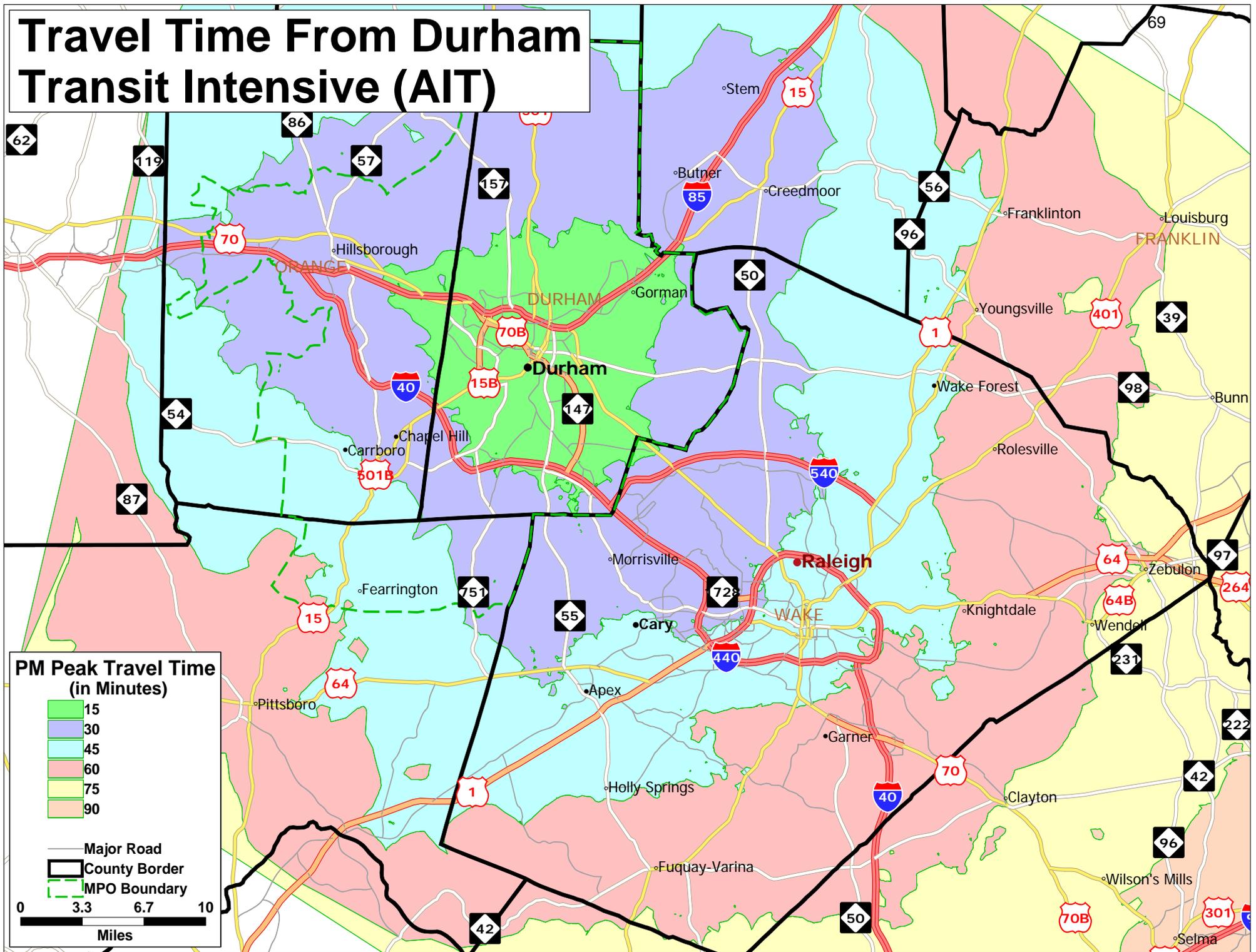
These centers attract a significant portion of the travel demand in the region. Therefore, it is important to understand the impact that each Alternative has on the travel markets for these centers.

Presentation of Travel Time Measure

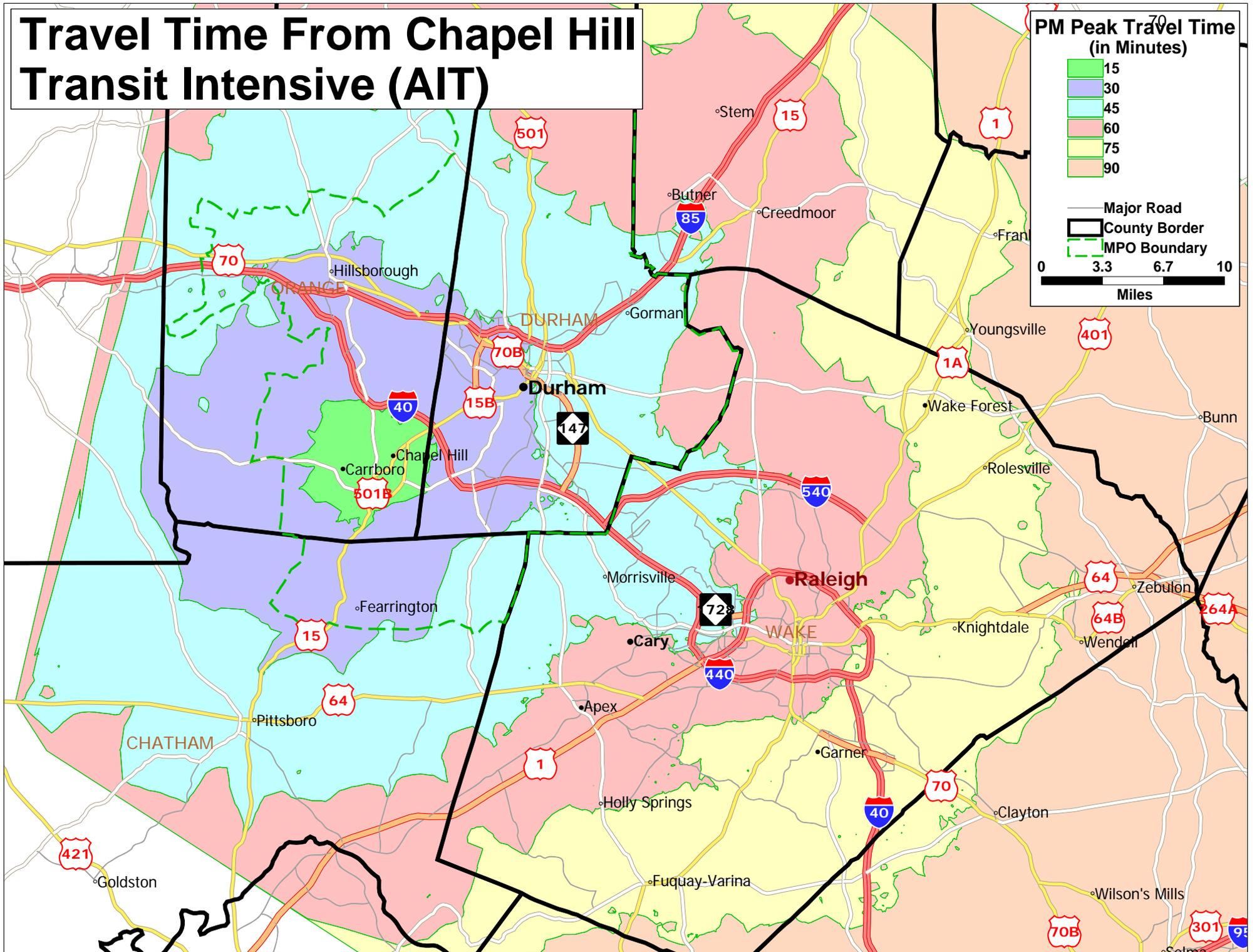
This section presents the set of four Isochrone maps by Alternative in the following order:

- E+C
- Highway Intensive/CommPlan
- Moderate/CommPlan
- Moderate/All-in-Transit
- Transit Intensive/CommPlan (will be added by 8/24/12)
- Transit Intensive/All-in-Transit

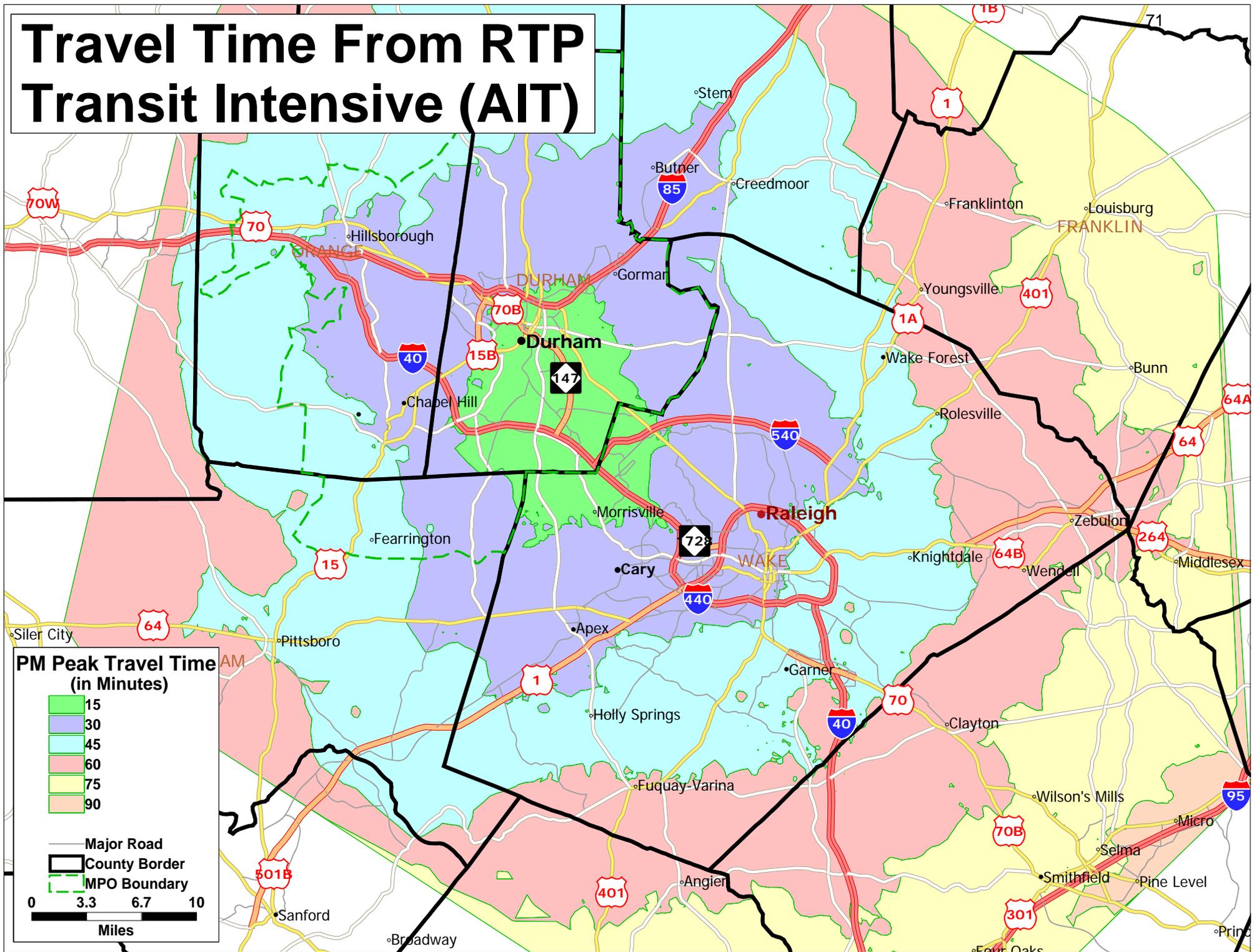
Travel Time From Durham Transit Intensive (AIT)



Travel Time From Chapel Hill Transit Intensive (AIT)



Travel Time From RTP Transit Intensive (AIT)



2040 MTP and CTP

Alternatives – Congestion Maps (V/C maps)

Use of Congestion Maps

The Performance Measures provide a general indicator of the overall transportation system. On the other hand, the Congestion Maps show the forecasted level of service on specific road segments based on the average of the four-hour afternoon peak hour. These maps are sometimes called “V/C” maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9. A V/C of 1.0 is equal to a Level of Service (LOS) of “E”, which can be described as:

Limit of acceptable delay, unstable flow, poor signal progression,
traffic near roadway capacity, frequent cycle failures.

It should be noted that these congestion maps show the average for the afternoon peak. The total volume for the four-hour afternoon peak period is divided by the total capacity for the same period. Thus, the V/C ratio for the afternoon peak is likely to be less than the one-hour peak, or peak-of-the-peak, often experienced by motorists.

Although the term traffic congestion is subjective in that it means different levels of delay to different people, it can be said that any road segment approaching a V/C of 1.0, which is indicated on the maps with an **orange color**, experiences some delays. A V/C greater than 1.0, which is indicated on the maps by the **red color**, means frequent delays for the motorist and as the V/C approaches a value of 1.1 most motorists experience what might be termed unacceptable travel delays.

The Triangle Regional Model (the travel demand model for the Triangle Region) uses travel behavior data for the Triangle Region, future transportation system networks, and future population and employment data, to forecast the volume and capacity values needed to produce these maps. The forecasts are for the year 2040. Each congestion map represents one of the Alternatives, which are comprised of a specific transportation network and land use scenario.

Review and comparison of the congestion maps for the various Alternatives will show how well a particular Alternative addresses travel demand on the key roadway segments and corridors in the MPO planning area.

Of particular importance is the comparison of any one Alternative with the **E+C map** (Existing plus Committed), which can be considered a benchmark. The E+C map uses a transportation network with the current roadways and transit services plus any others that have been committed to being implemented, and the Socioeconomic Data (i.e., population and employment) for the year 2040. This map shows the level of service to be

experienced if no additional roadways improvements or transit services are implemented, and thus helps to answer the question, “When we make our next transportation investment decision, where do we need to focus our investment?” Furthermore, by comparing the E+C Congestion Map with the other Alternatives, you can see how well the transportation investments in that Alternative address the congestion in the E+C.

The 2010 congestion map is provided, as well, to give an additional benchmark. The 2010 basically represents current conditions because it is based on the current transportation network and socioeconomic data.

Presentation of Congestion Maps

The 2010 and E+C congestion maps are presented first, followed by the Alternatives. Each Alternative provides the following map views:

- Durham County
- Close up for City of Durham
- Orange County
- Close up for Chapel Hill and Carrboro
- Chatham County

2010 Durham County V/C

Map layers

- County Boundary
- MPO Boundary

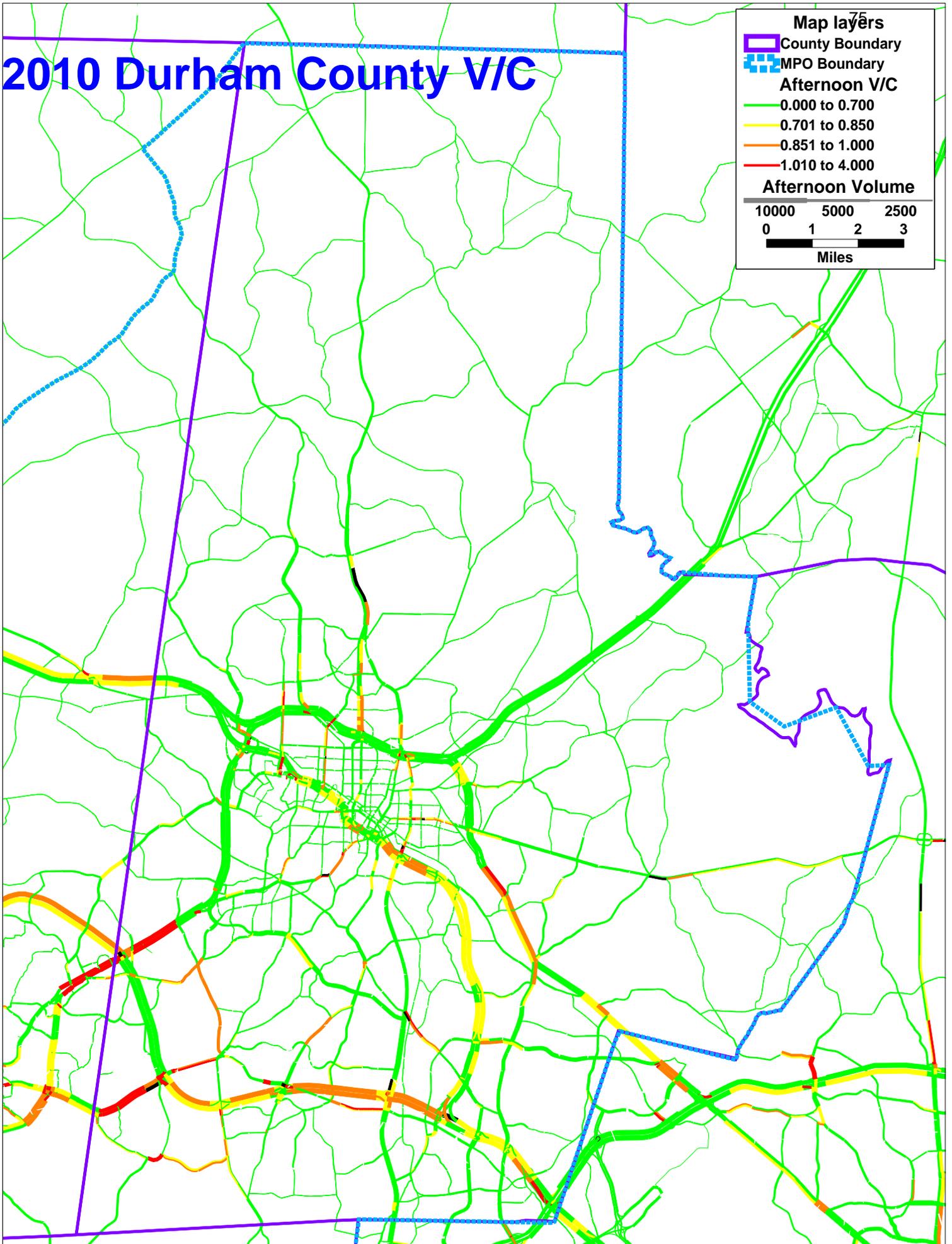
Afternoon V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 4.000

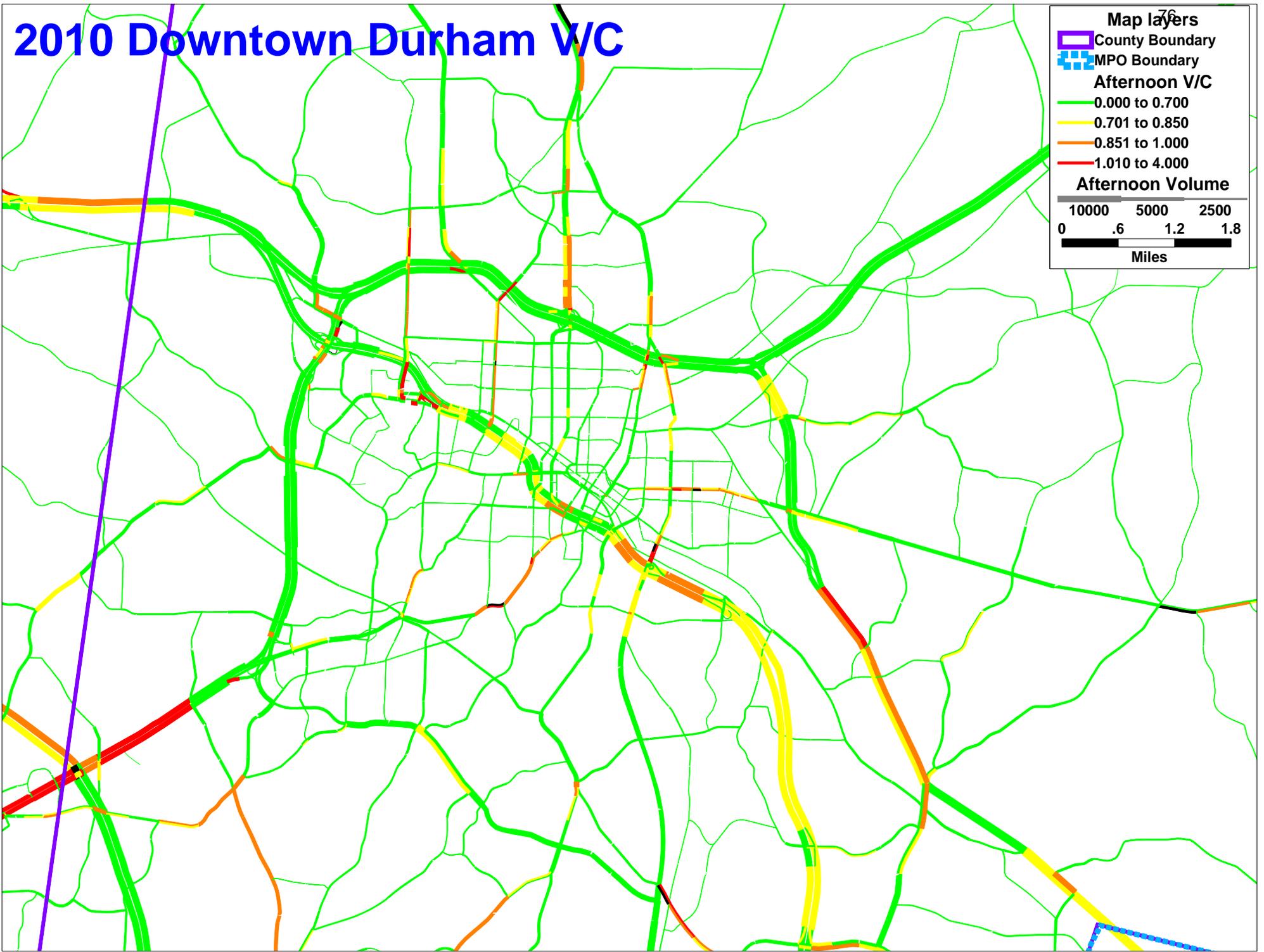
Afternoon Volume

10000	5000	2500	
0	1	2	3

Miles



2010 Downtown Durham V/C



2010 Orange County V/C

Map layers

- County Boundary
- MPO Boundary

Afternoon V/C

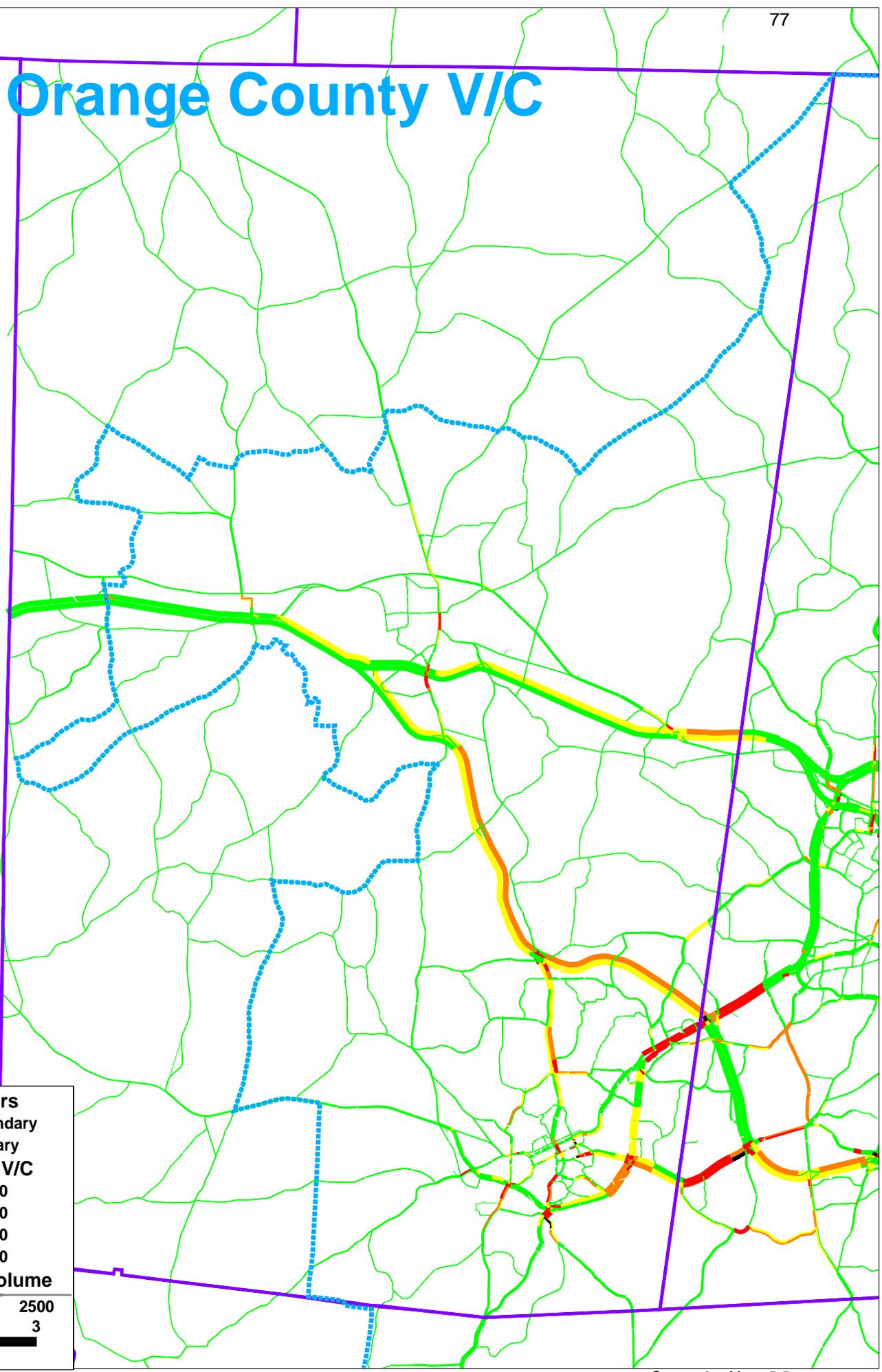
- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 4.000

Afternoon Volume

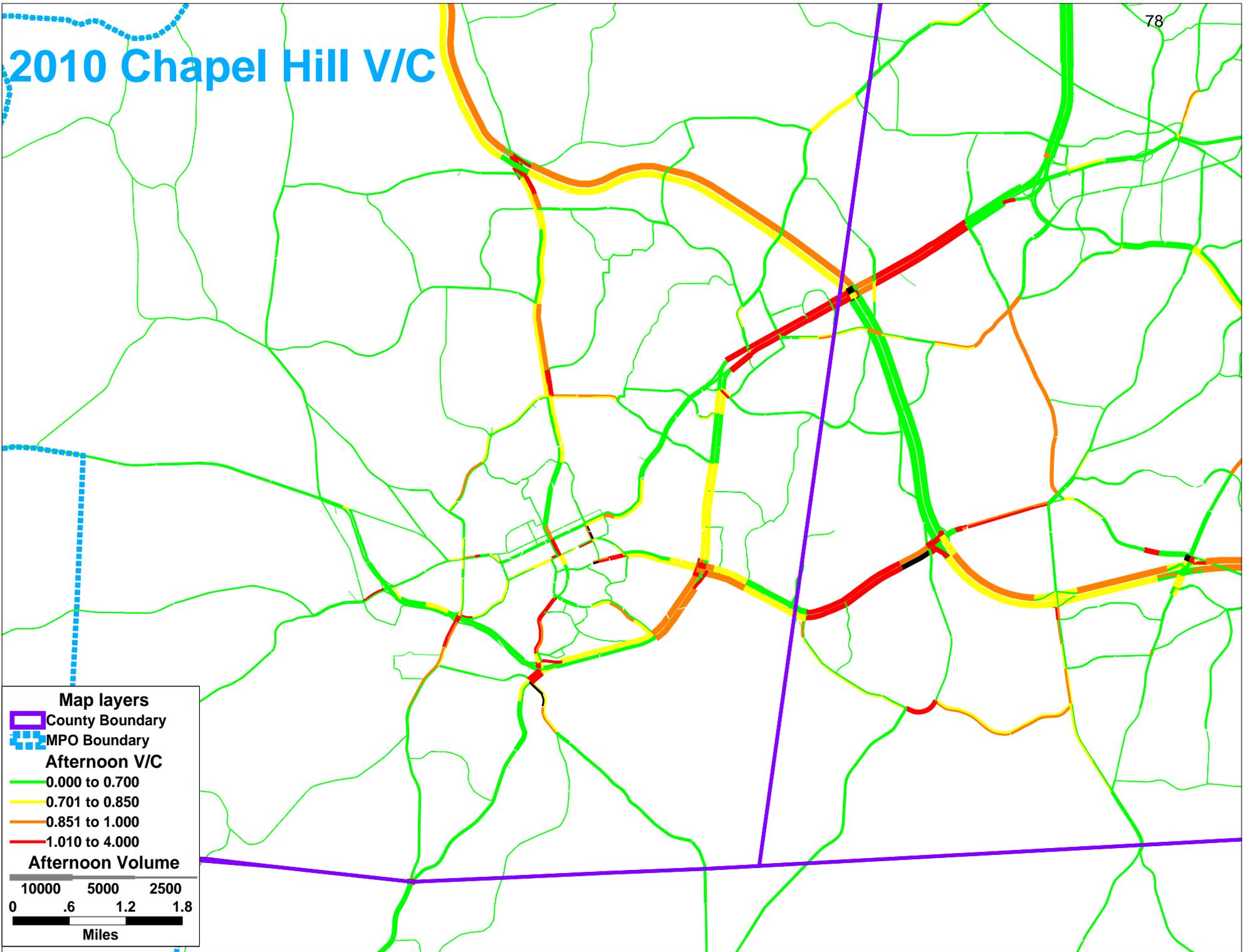
10000 5000 2500

0 1 2 3

Miles



2010 Chapel Hill V/C



Map layers

- County Boundary
- MPO Boundary

Afternoon V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 4.000

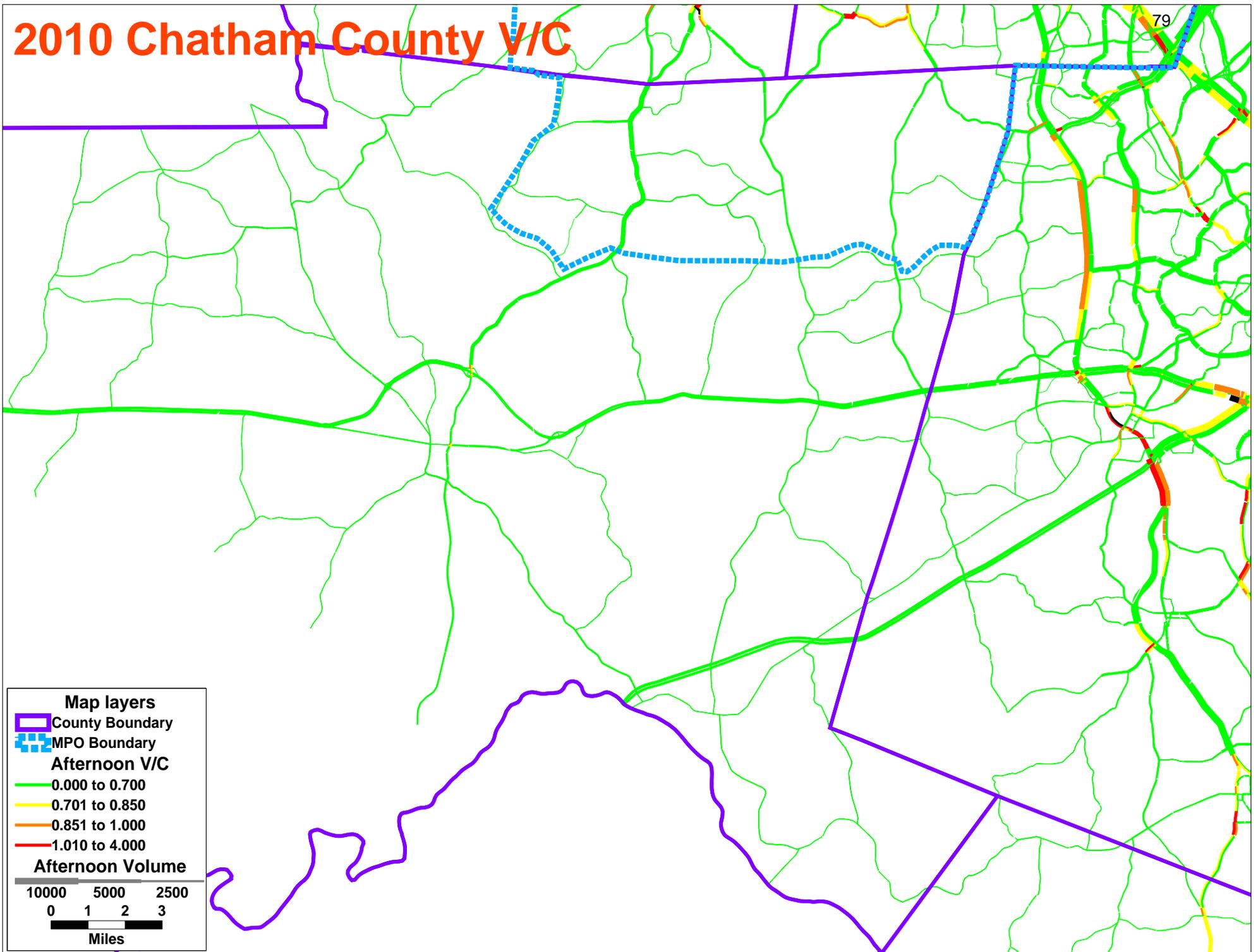
Afternoon Volume

10000	5000	2500	
0	.6	1.2	1.8

Miles

78

2010 Chatham County V/C



Map layers

- County Boundary
- MPO Boundary

Afternoon V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 4.000

Afternoon Volume

10000 5000 2500

0 1 2 3

Miles

2040 Durham County V/C

E plus C

86

Map layers

- County Boundary
- MPO Boundary

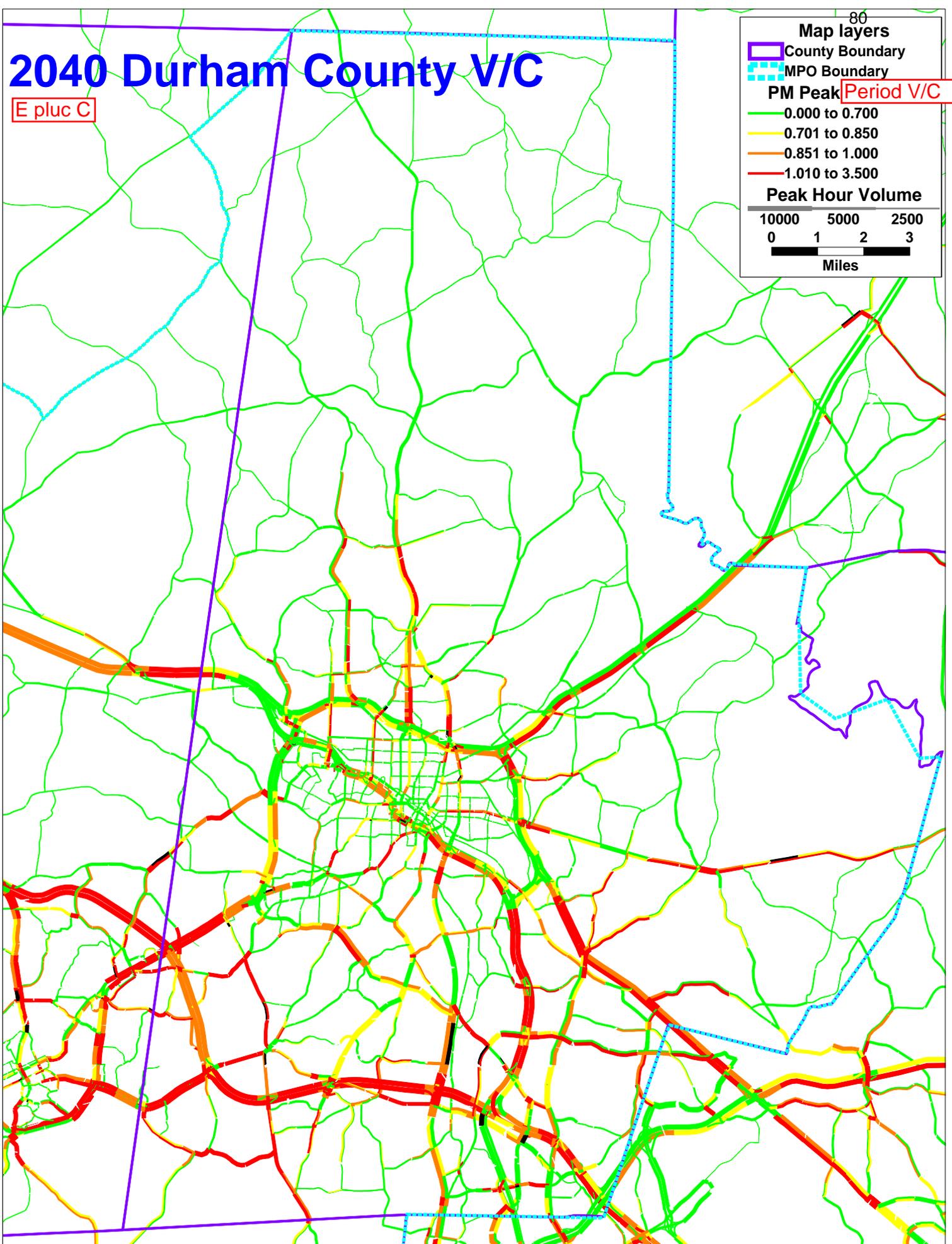
PM Peak Period V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

Peak Hour Volume

10000	5000	2500	
0	1	2	3

Miles



2040 Downtown Durham V/C

E plus C

81

Map layers

- County Boundary
- MPO Boundary

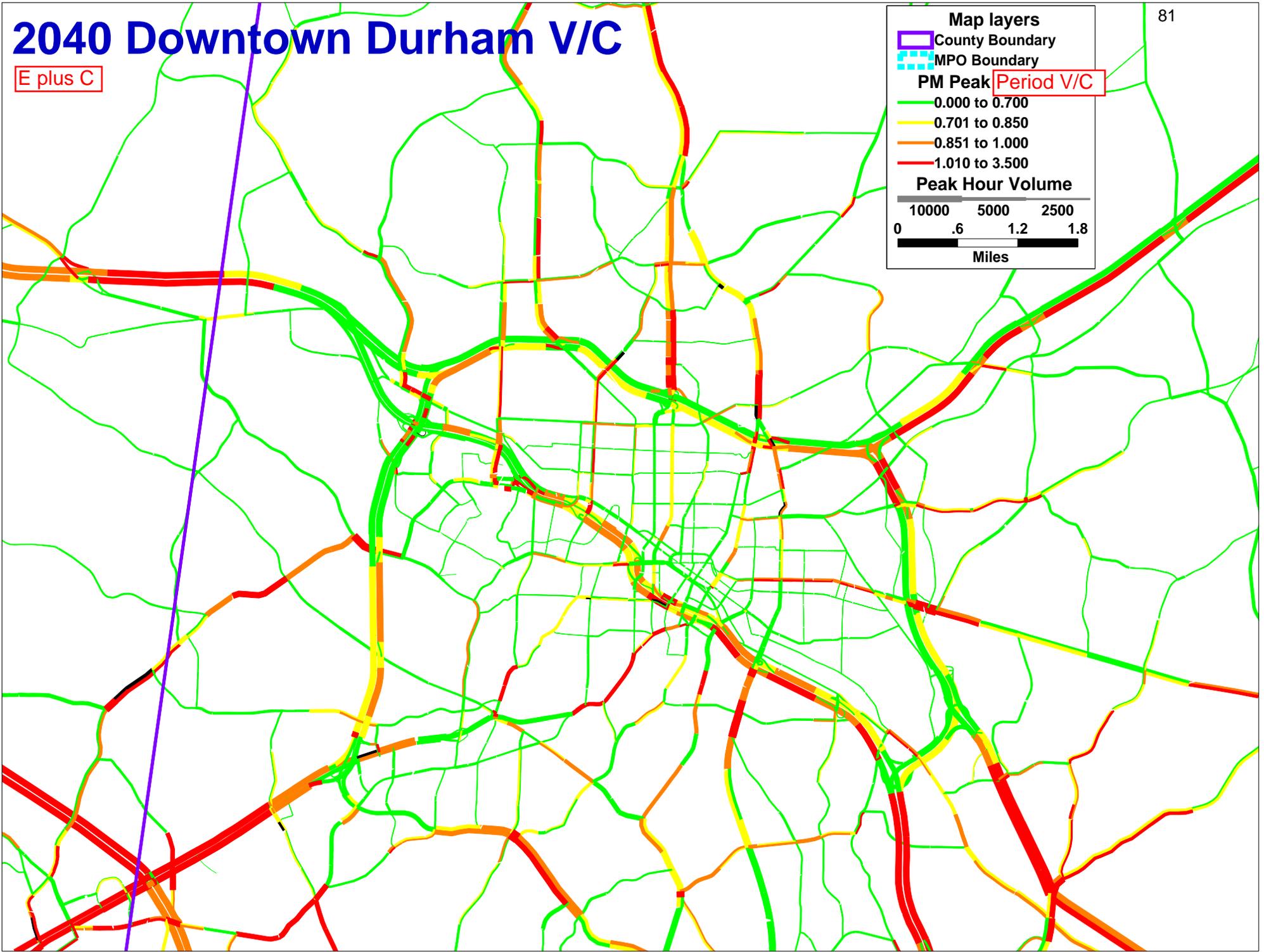
PM Peak Period V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

Peak Hour Volume

10000	5000	2500
0	.6	1.2 1.8

Miles



2040 Orange County V/C

E plus C

Map layers

- County Boundary
- MPO Boundary

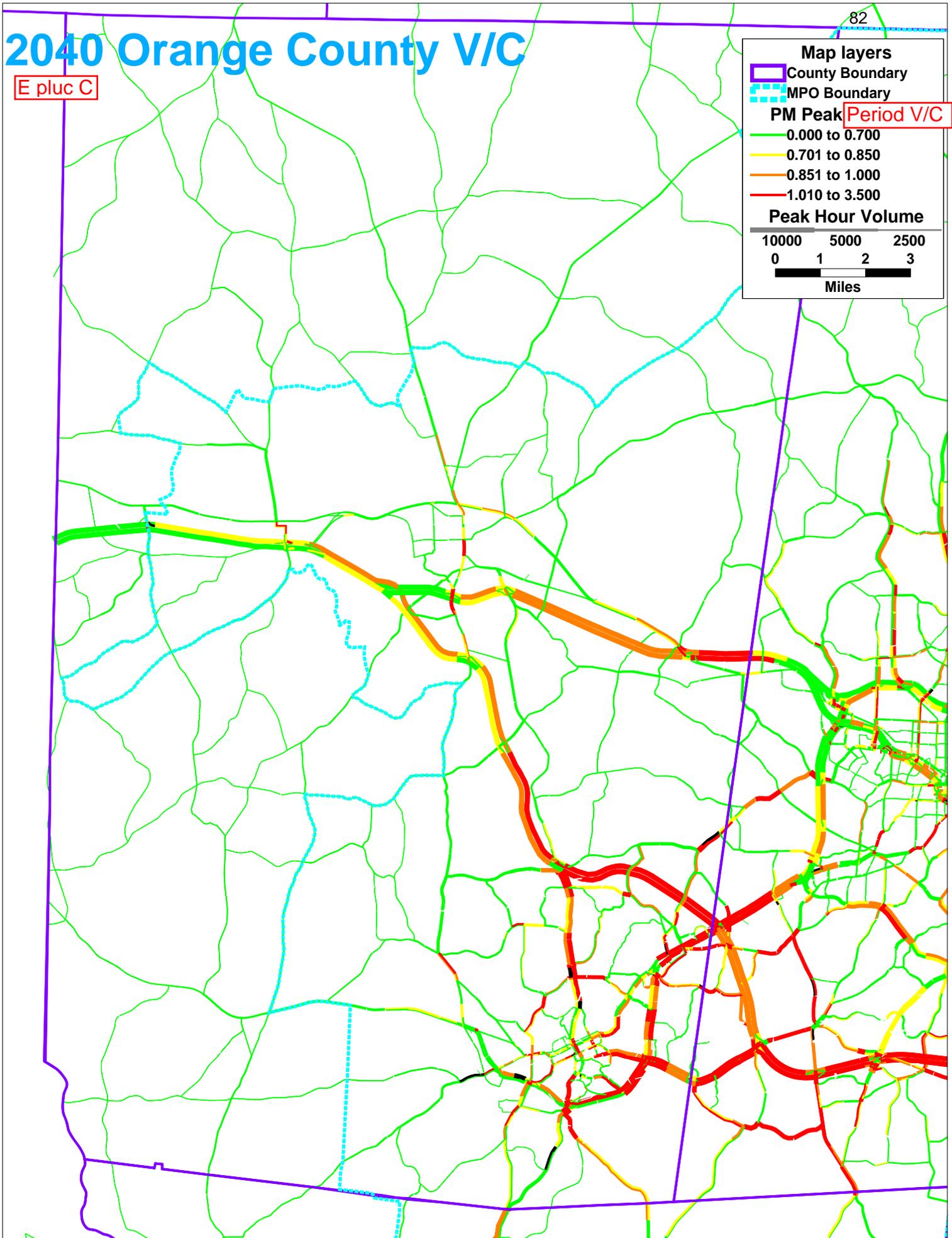
PM Peak Period V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

Peak Hour Volume

10000	5000	2500
0	1	2 3

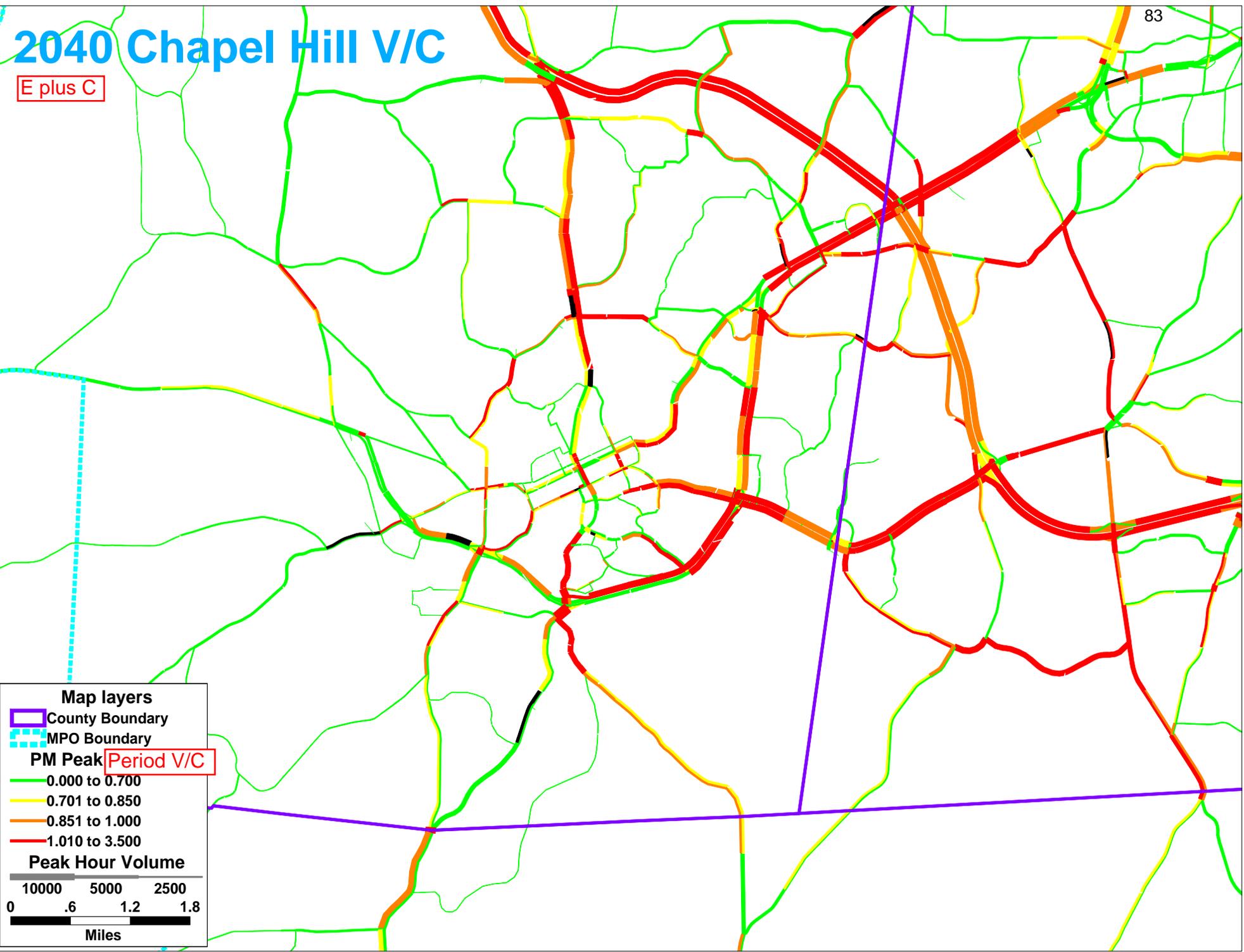
Miles



2040 Chapel Hill V/C

E plus C

83



Map layers

- County Boundary
- MPO Boundary

PM Peak Period V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

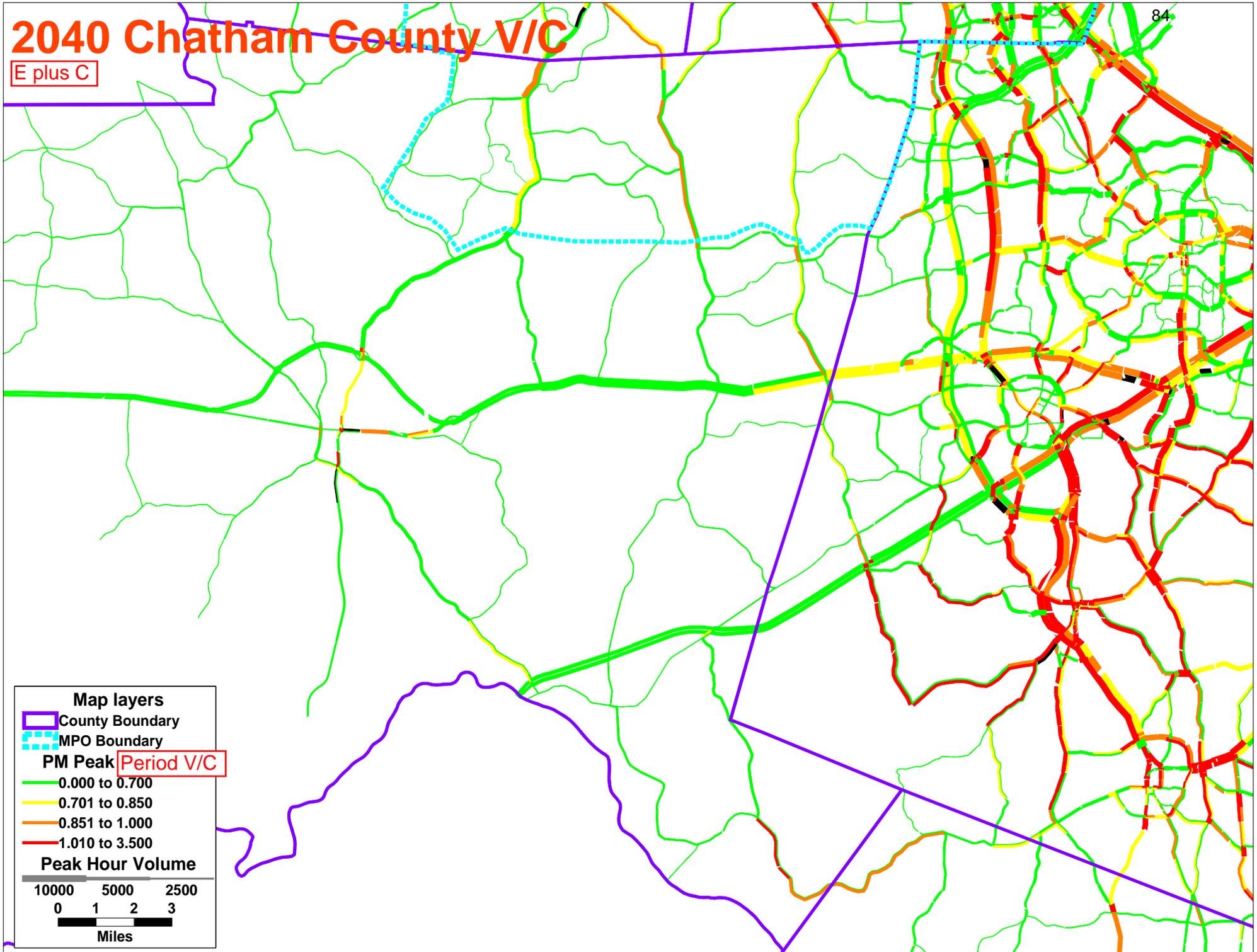
Peak Hour Volume

10000	5000	2500	
0	.6	1.2	1.8

Miles

2040 Chatham County V/C

E plus C



Map layers

- County Boundary
- MPO Boundary

PM Peak Period V/C

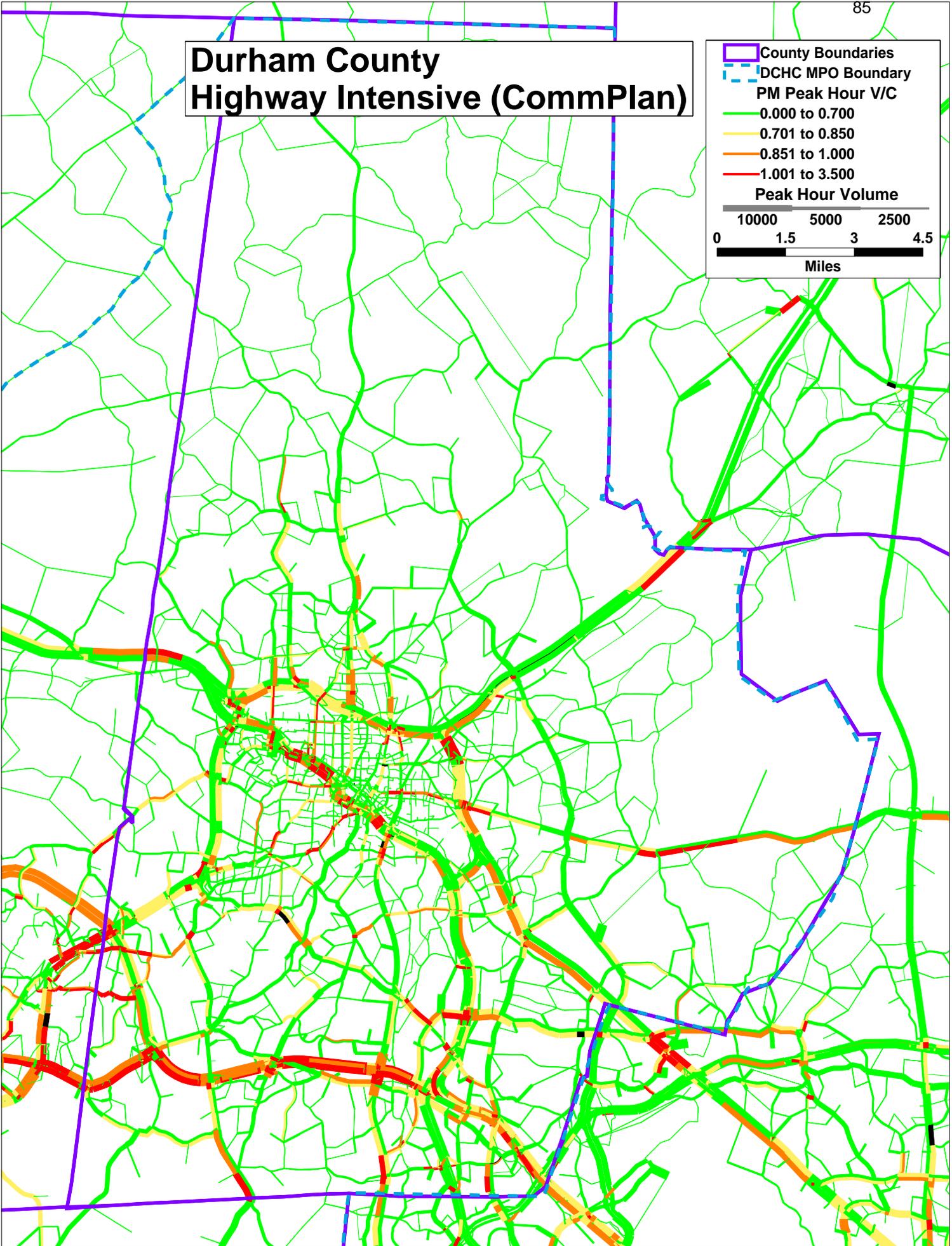
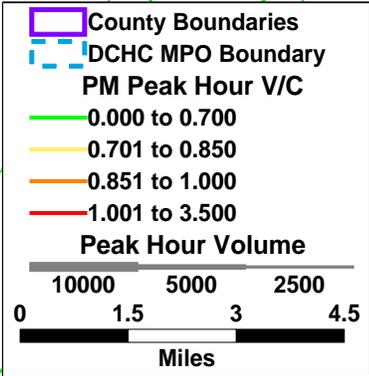
- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.010 to 3.500

Peak Hour Volume

10000	5000	2500	
0	1	2	3

Miles

Durham County Highway Intensive (CommPlan)



Downtown Durham Highway Intensive (CommPlan)

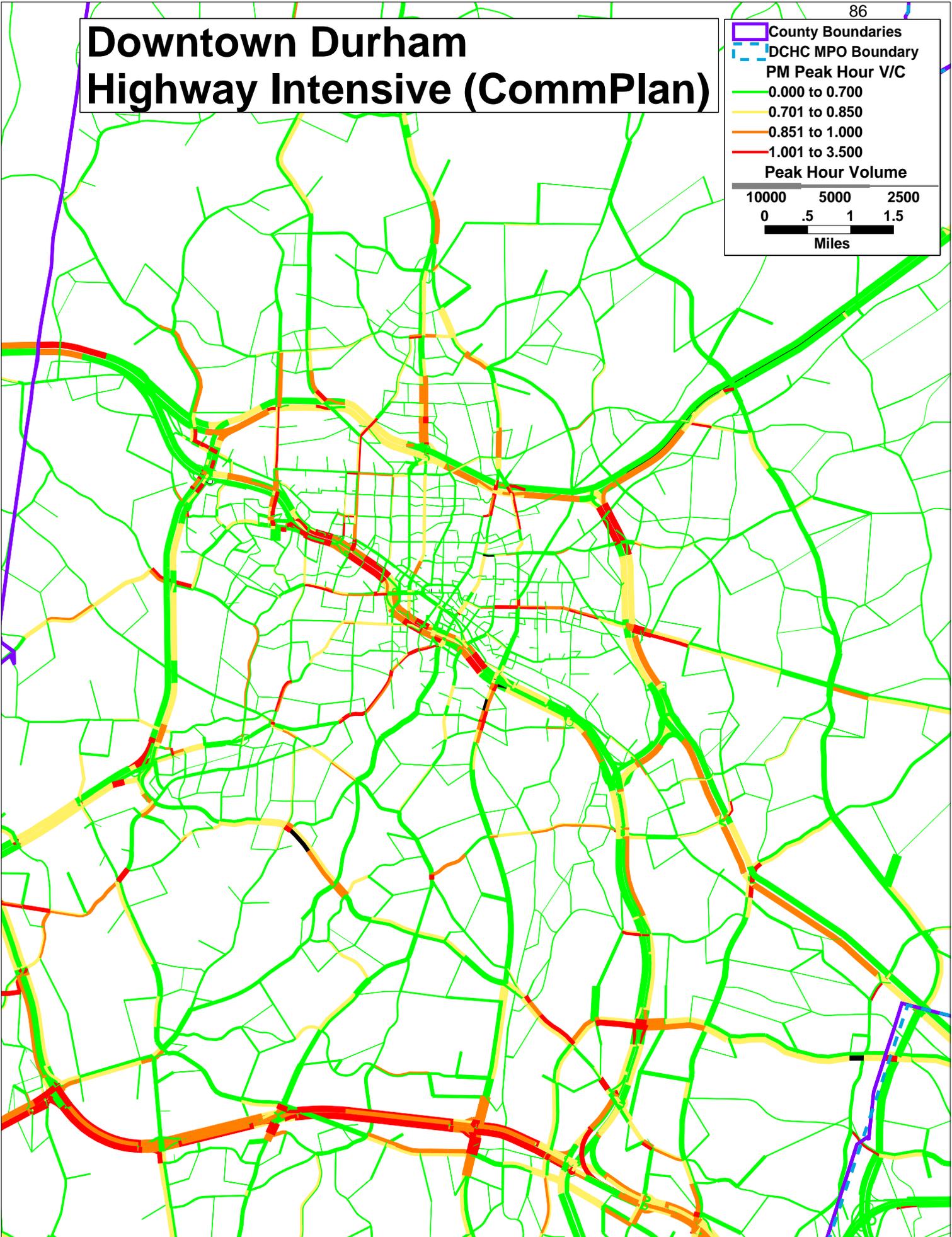
86

- County Boundaries
- DCHC MPO Boundary
- PM Peak Hour V/C
- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.001 to 3.500

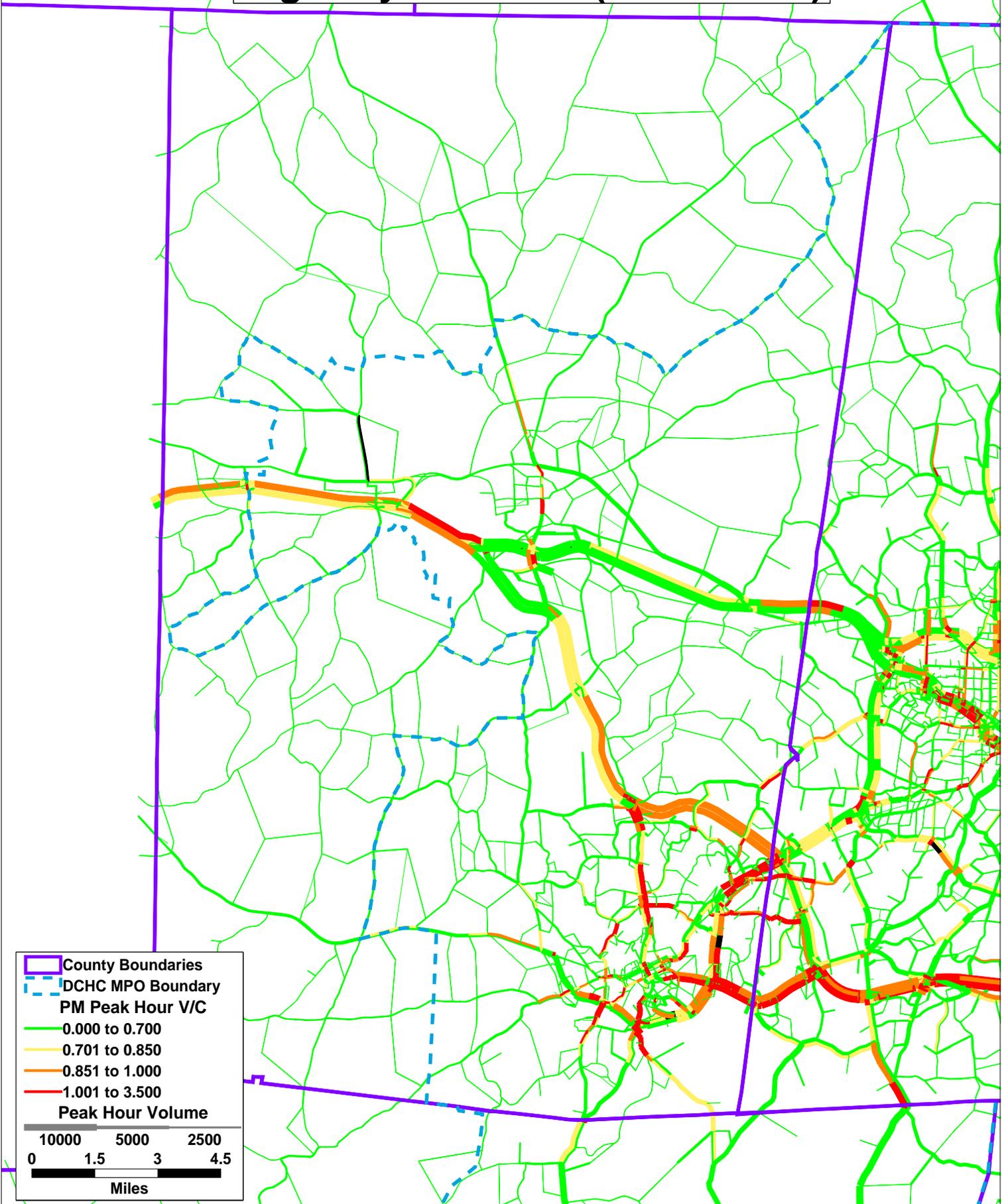
Peak Hour Volume

10000	5000	2500	
0	.5	1	1.5

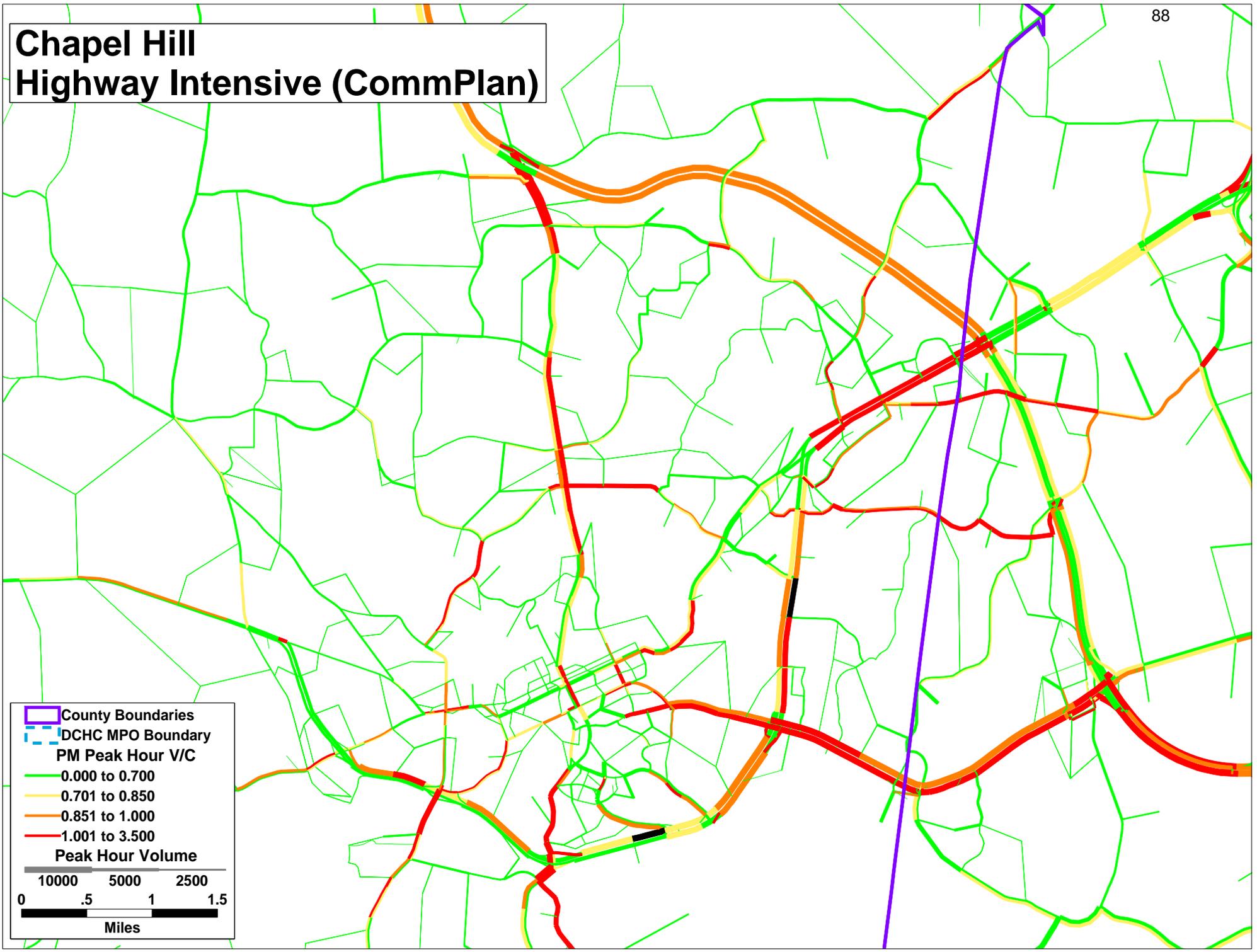
Miles



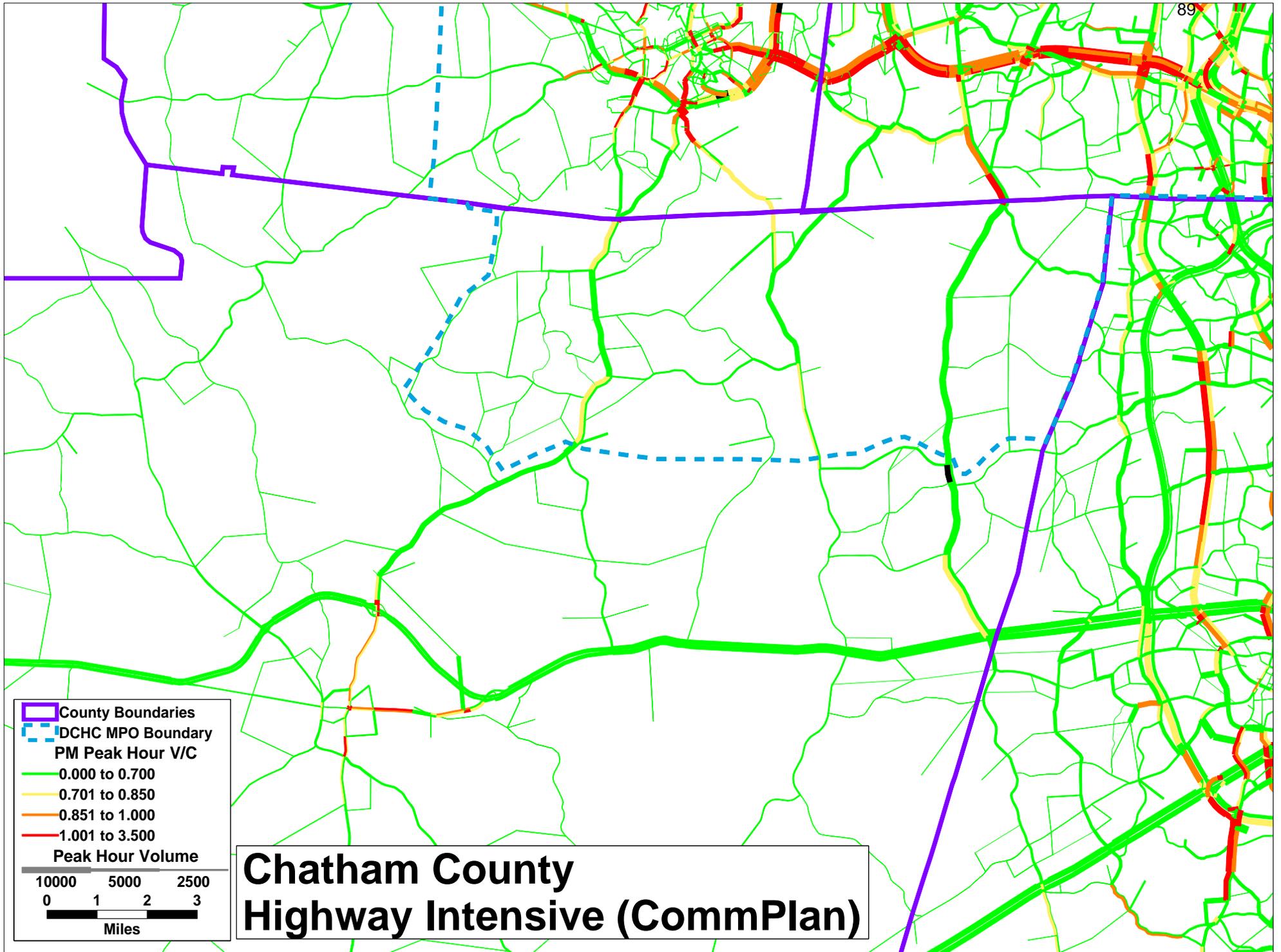
Orange County Highway Intensive (CommPlan)



Chapel Hill Highway Intensive (CommPlan)



County Boundaries
DCHC MPO Boundary
PM Peak Hour V/C
0.000 to 0.700
0.701 to 0.850
0.851 to 1.000
1.001 to 3.500
Peak Hour Volume
10000 5000 2500
0 .5 1 1.5
Miles



2040 MTP and CTP

Alternatives – Congestion Maps (V/C maps)

Use of Congestion Maps

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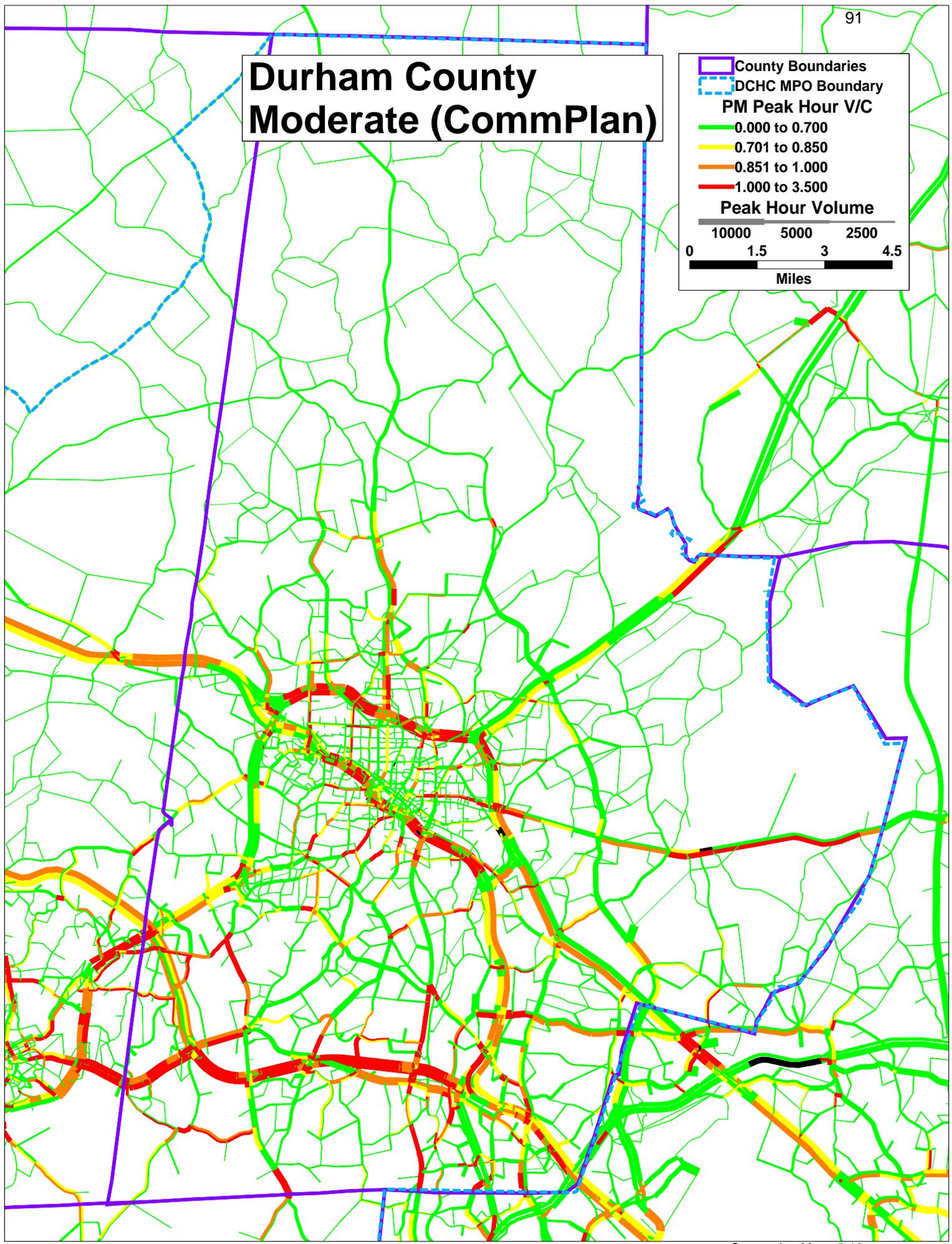
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Durham County Moderate (CommPlan)

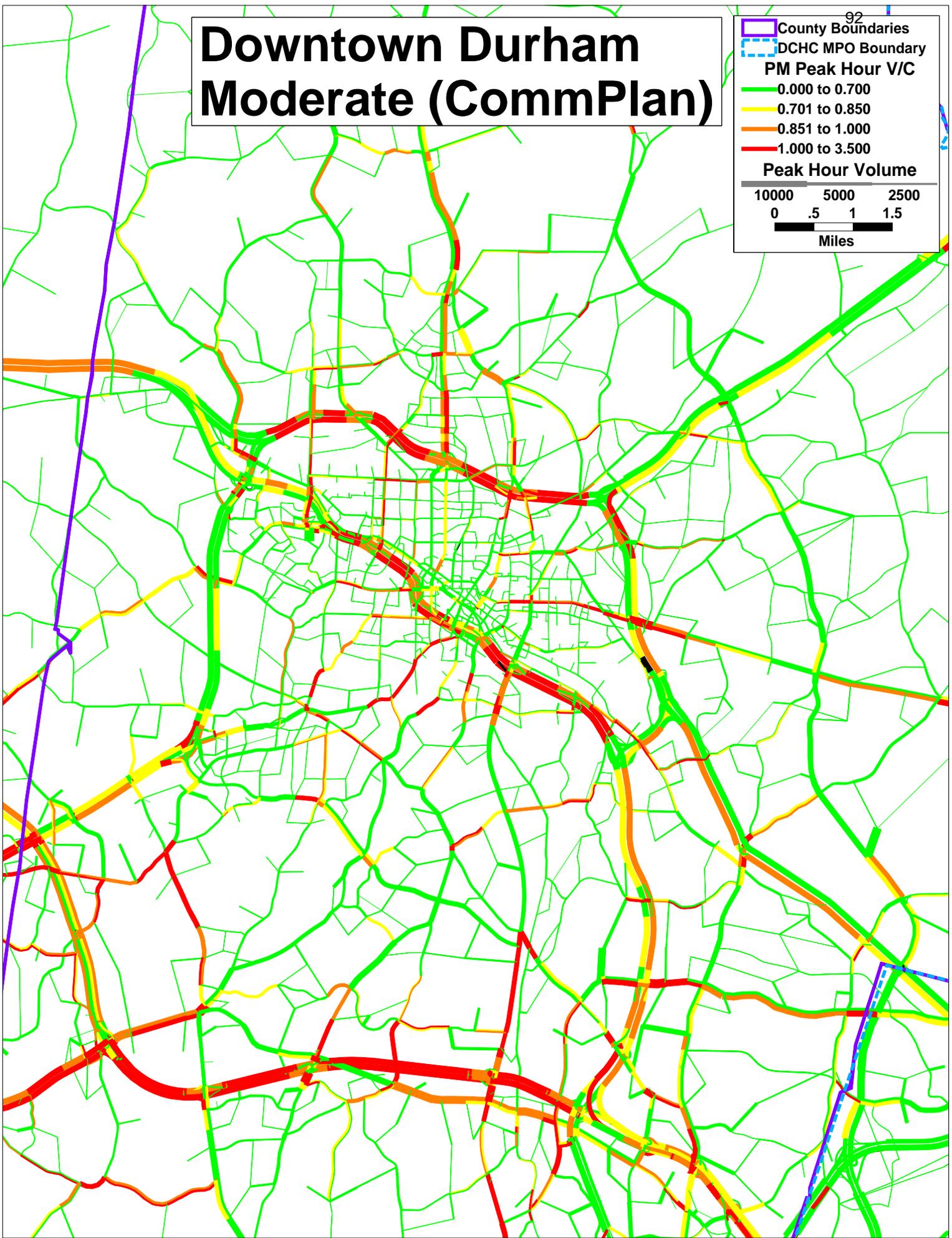
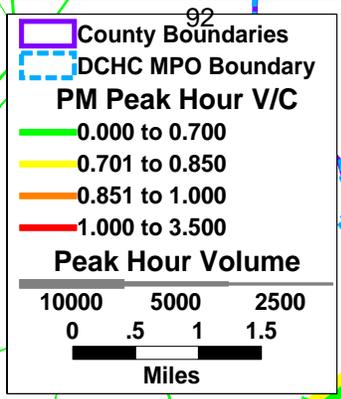
91

- County Boundaries
- DCHC MPO Boundary
- PM Peak Hour V/C
 - 0.000 to 0.700
 - 0.701 to 0.850
 - 0.851 to 1.000
 - 1.000 to 3.500
- Peak Hour Volume
 - 10000
 - 5000
 - 2500

0 1.5 3 4.5
Miles



Downtown Durham Moderate (CommPlan)



Orange County Moderate (CommPlan)

 County Boundaries

 DCHC MPO Boundary

PM Peak Hour V/C

 0.000 to 0.700

 0.701 to 0.850

 0.851 to 1.000

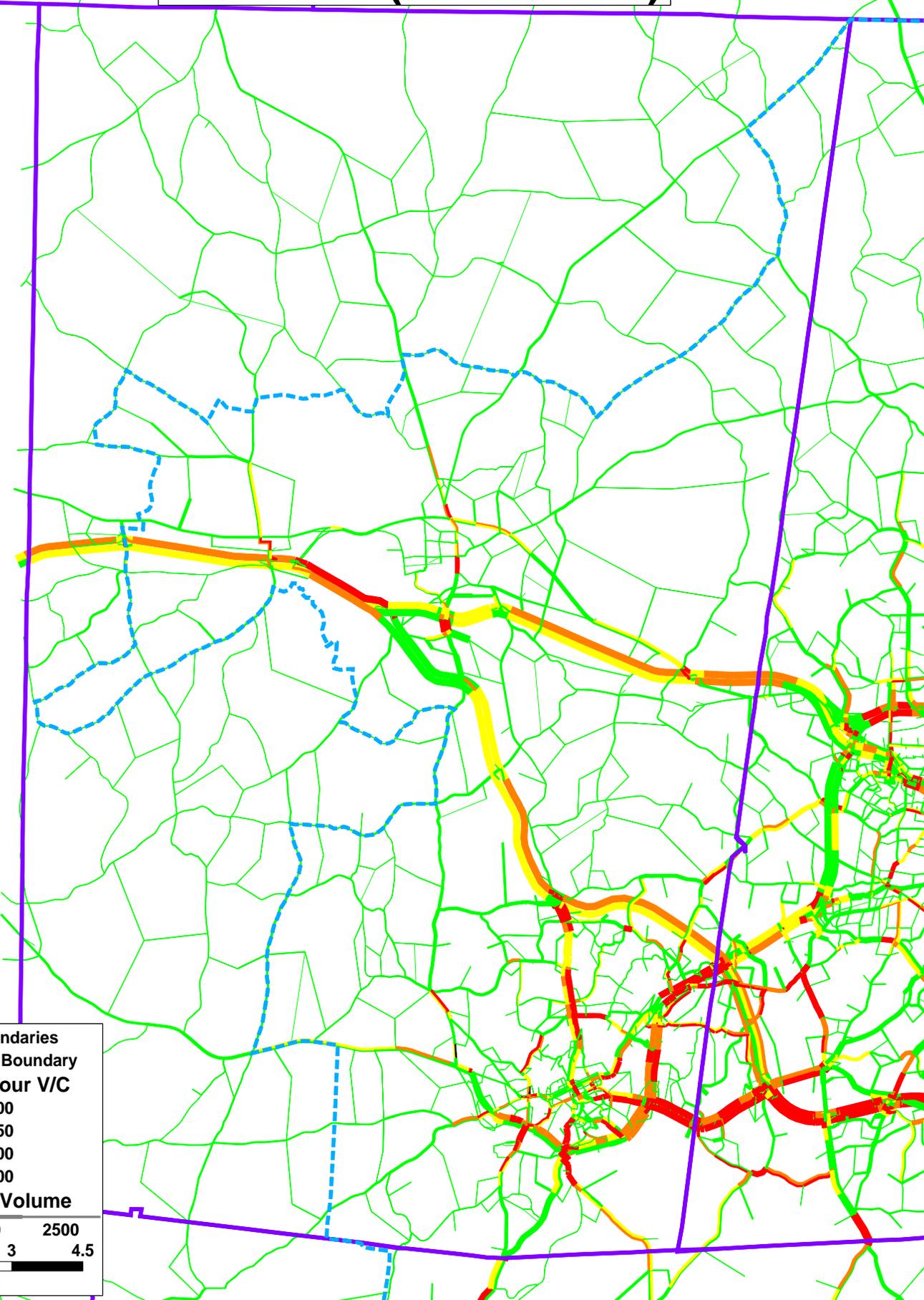
 1.000 to 3.500

Peak Hour Volume

10000 5000 2500

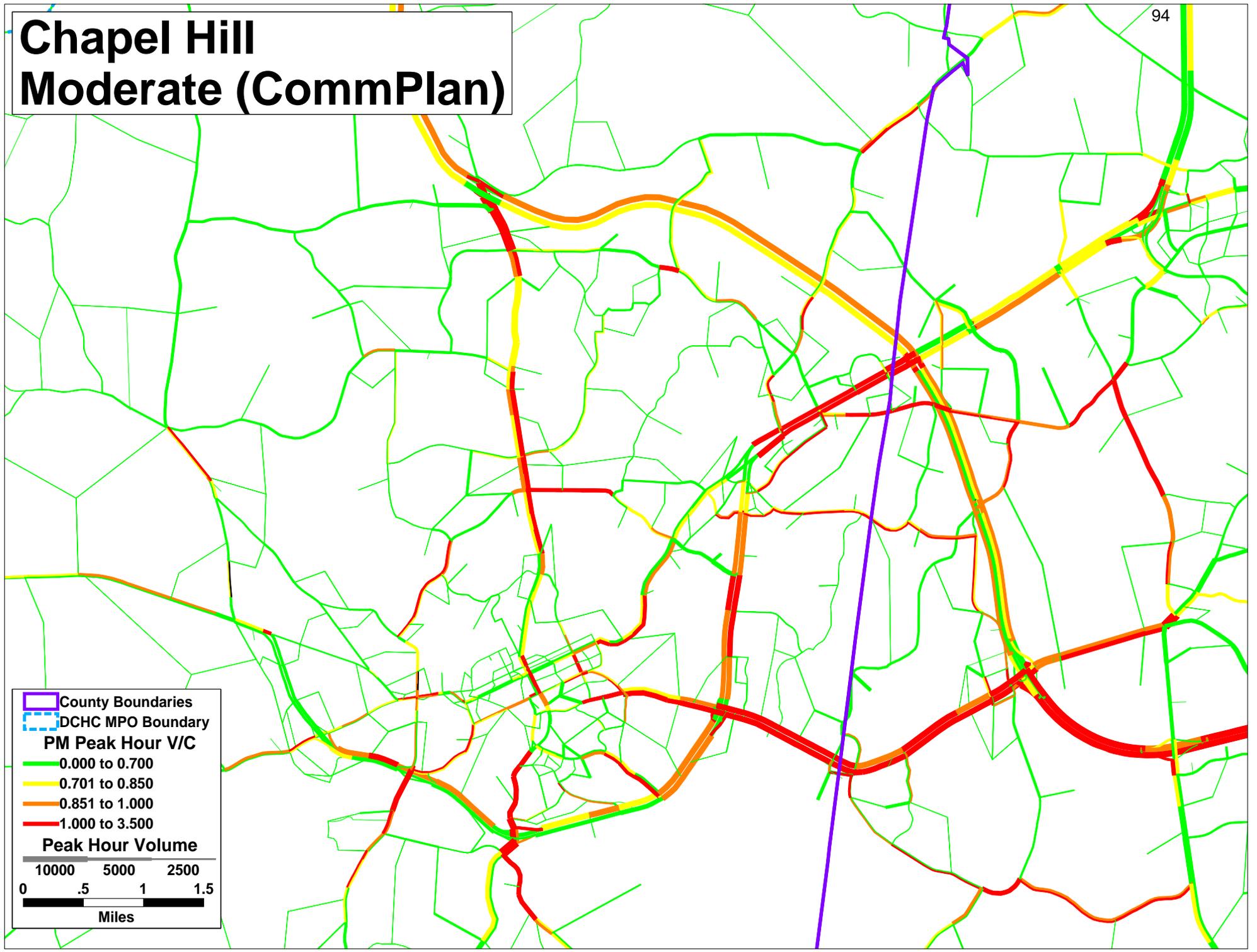
0 1.5 3 4.5

 Miles

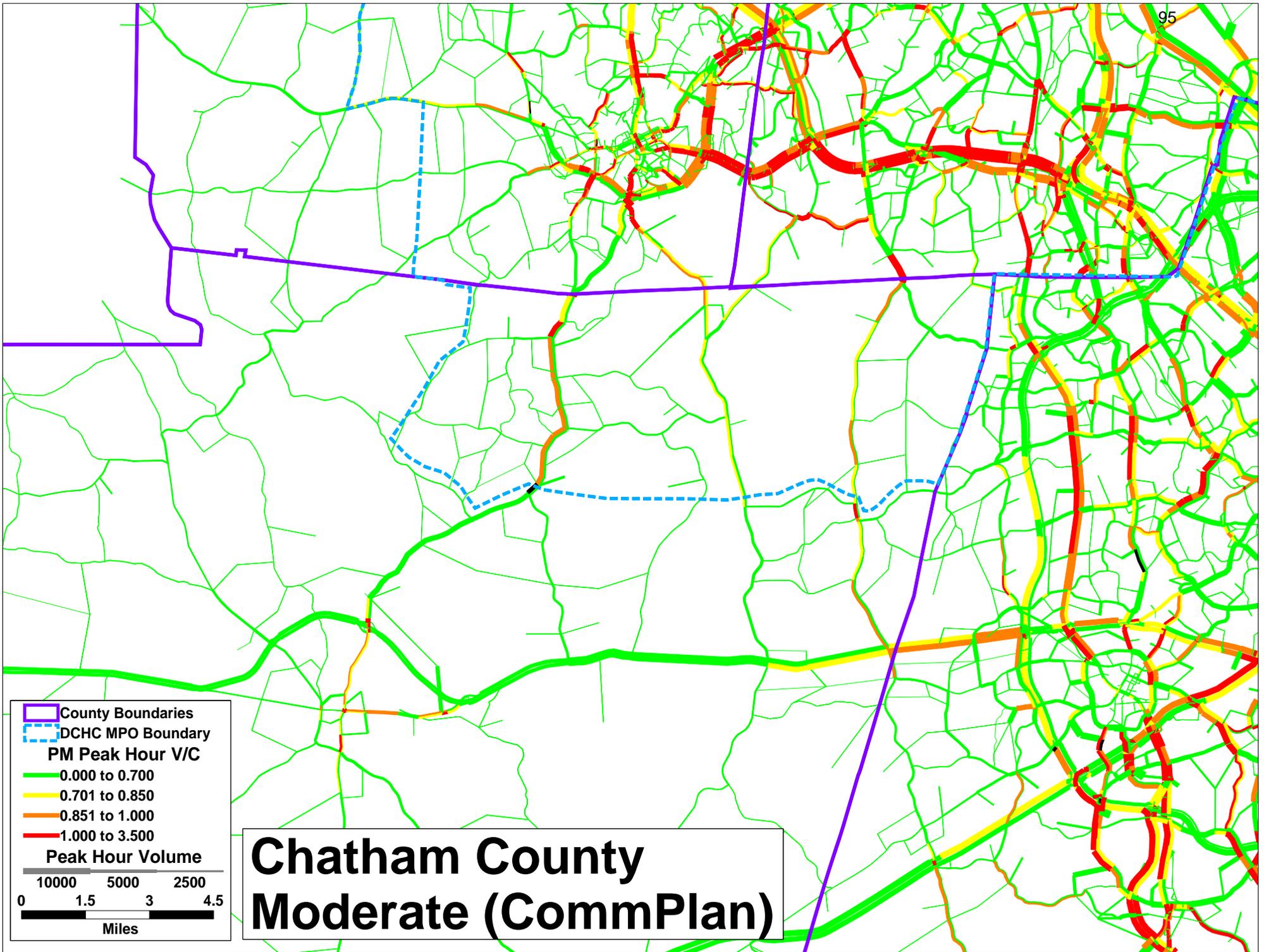


Chapel Hill Moderate (CommPlan)

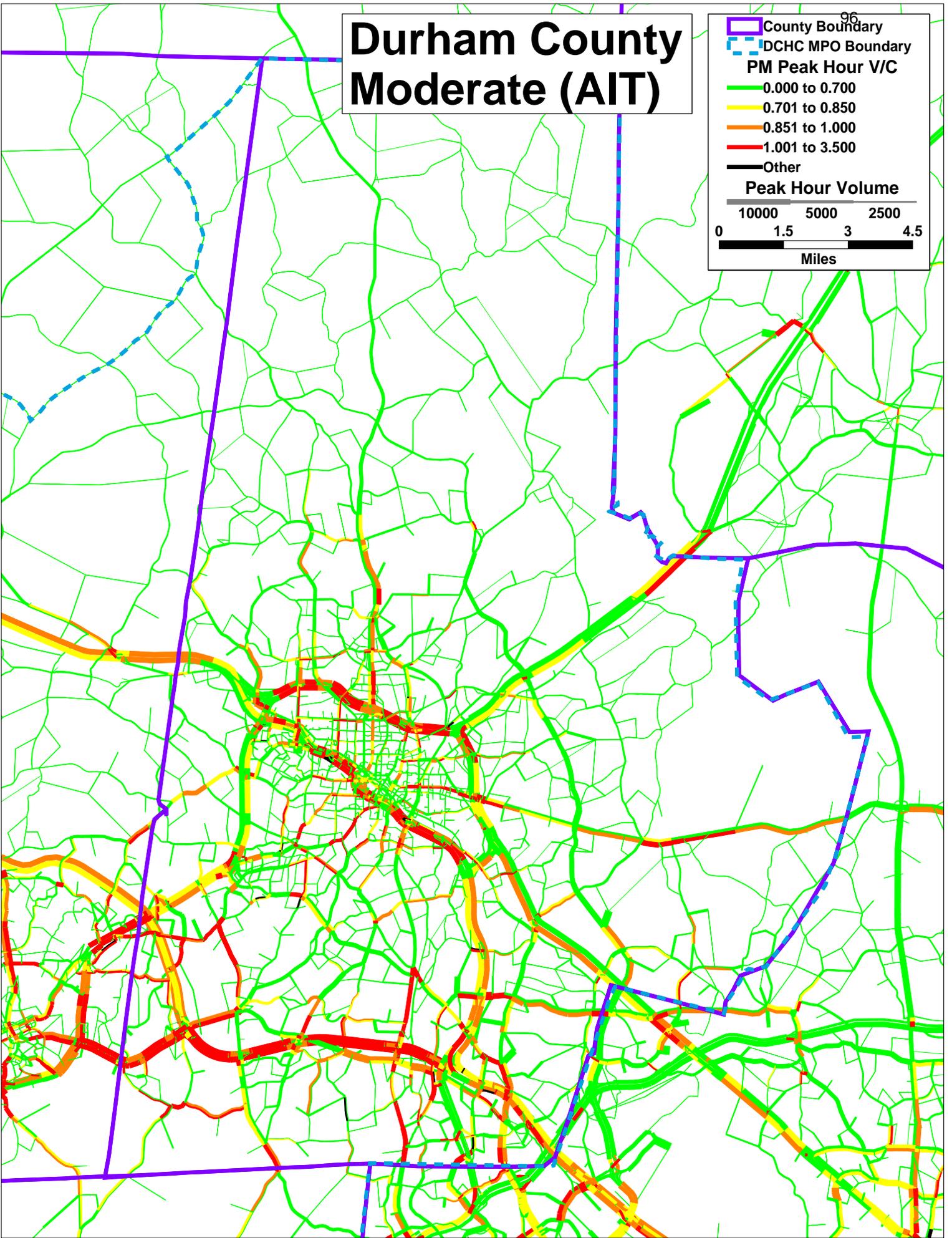
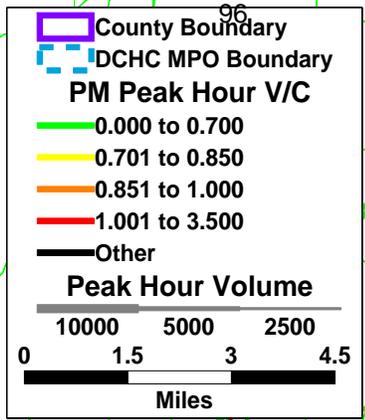
94



County Boundaries
DCHC MPO Boundary
PM Peak Hour V/C
0.000 to 0.700
0.701 to 0.850
0.851 to 1.000
1.000 to 3.500
Peak Hour Volume
10000 5000 2500
0 .5 1 1.5
Miles



Durham County Moderate (AIT)



Downtown Durham Moderate (AIT)

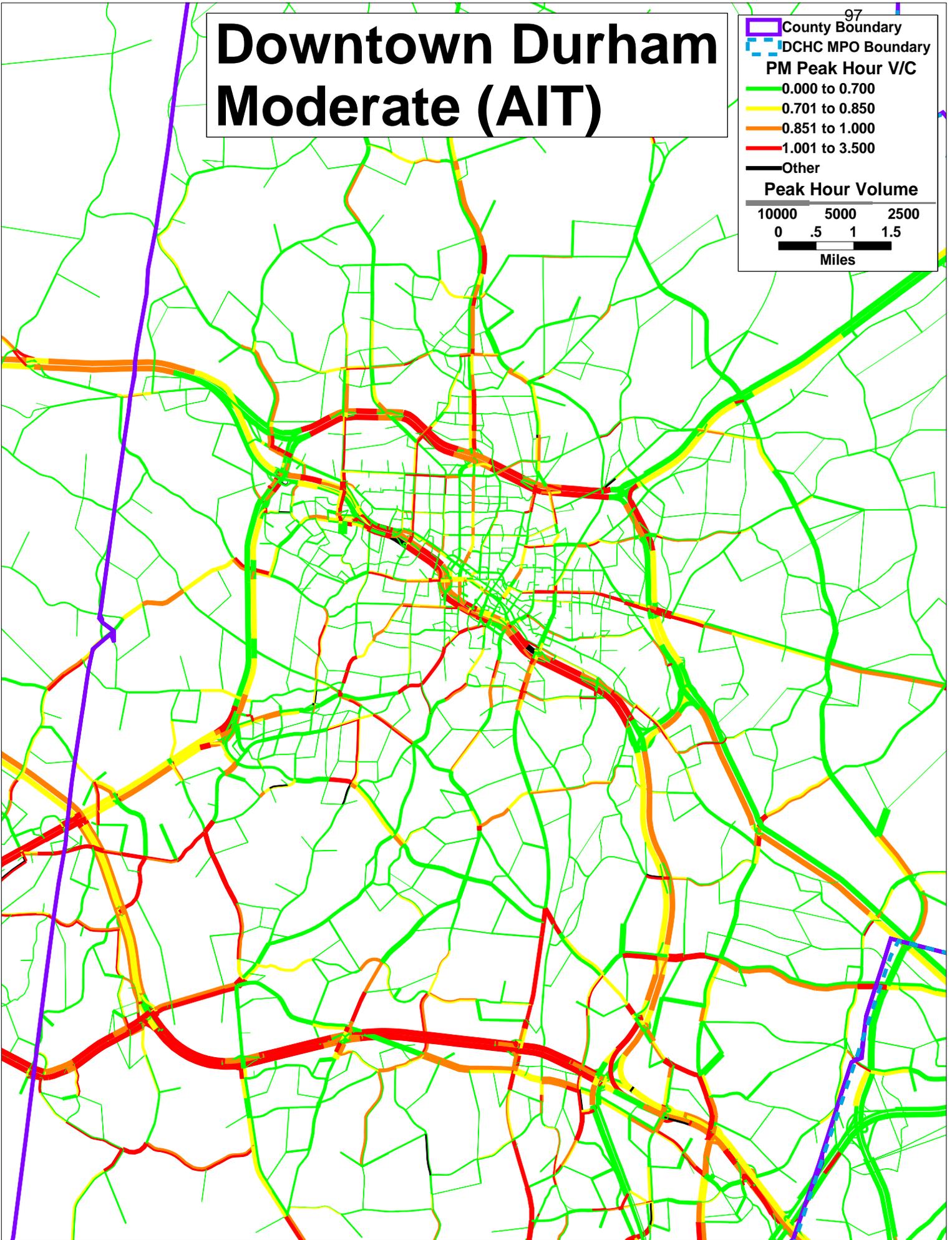
97

- County Boundary
- DCHC MPO Boundary
- PM Peak Hour V/C
 - 0.000 to 0.700
 - 0.701 to 0.850
 - 0.851 to 1.000
 - 1.001 to 3.500
- Other

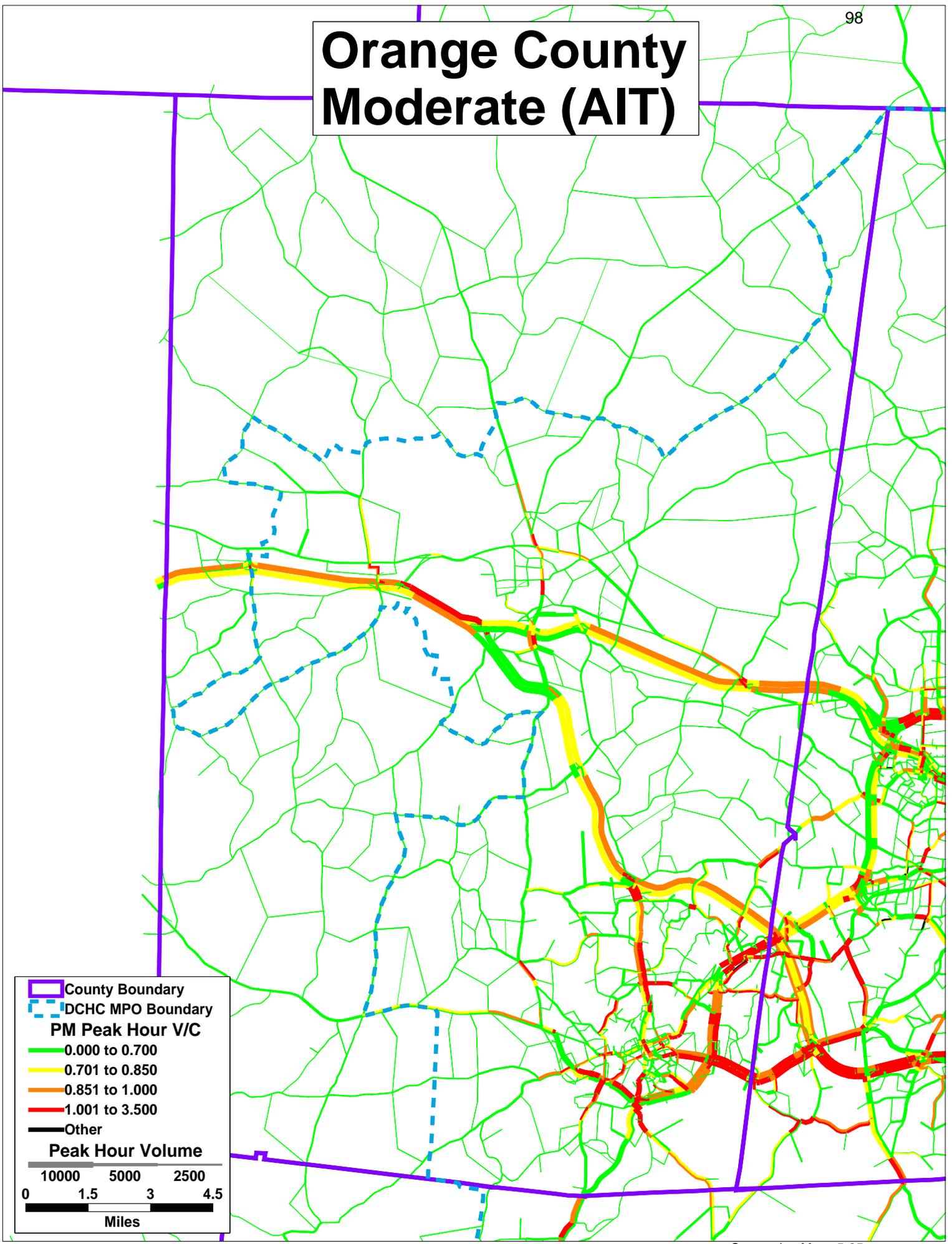
Peak Hour Volume

10000	5000	2500	
0	.5	1	1.5

Miles

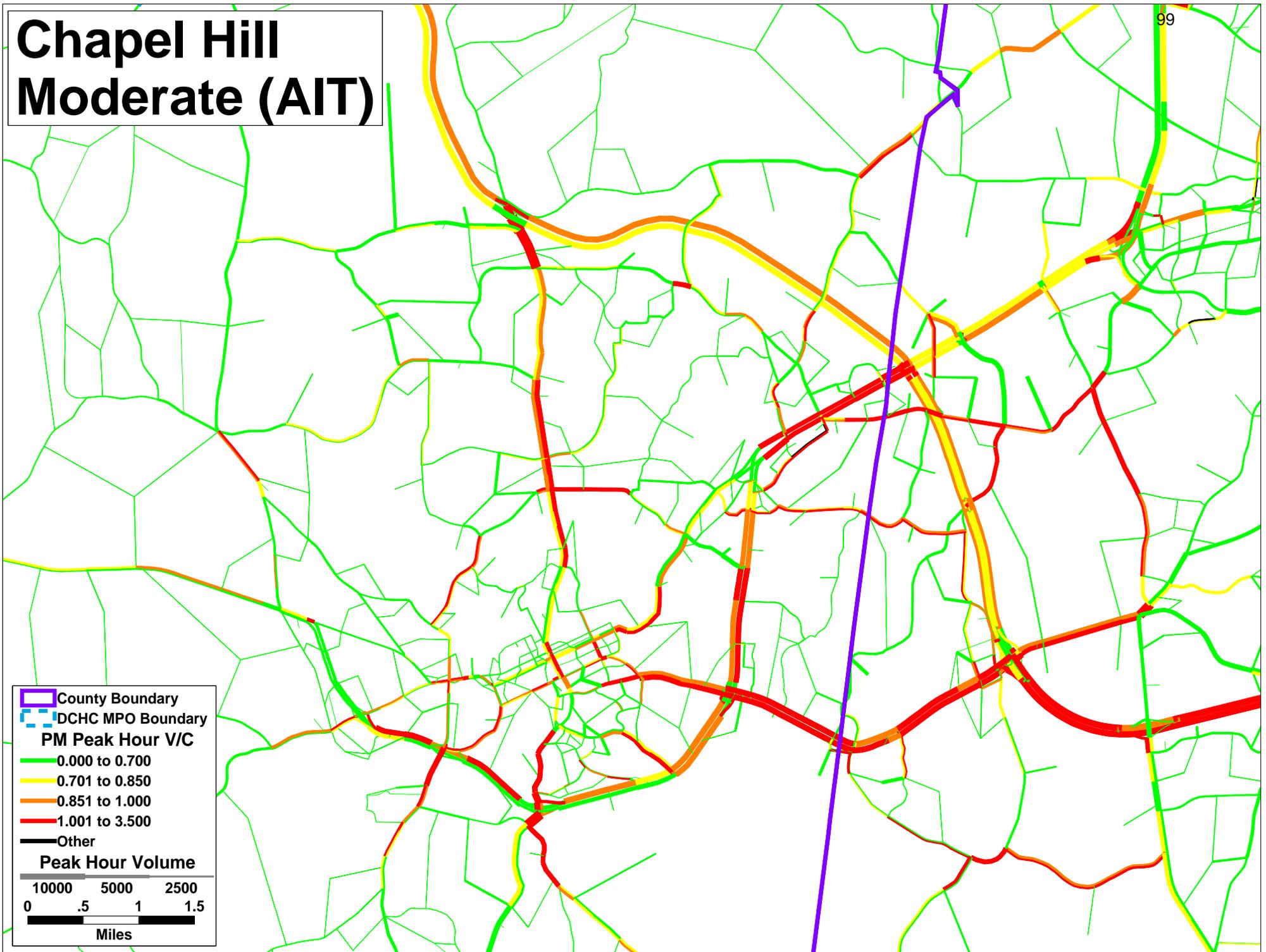


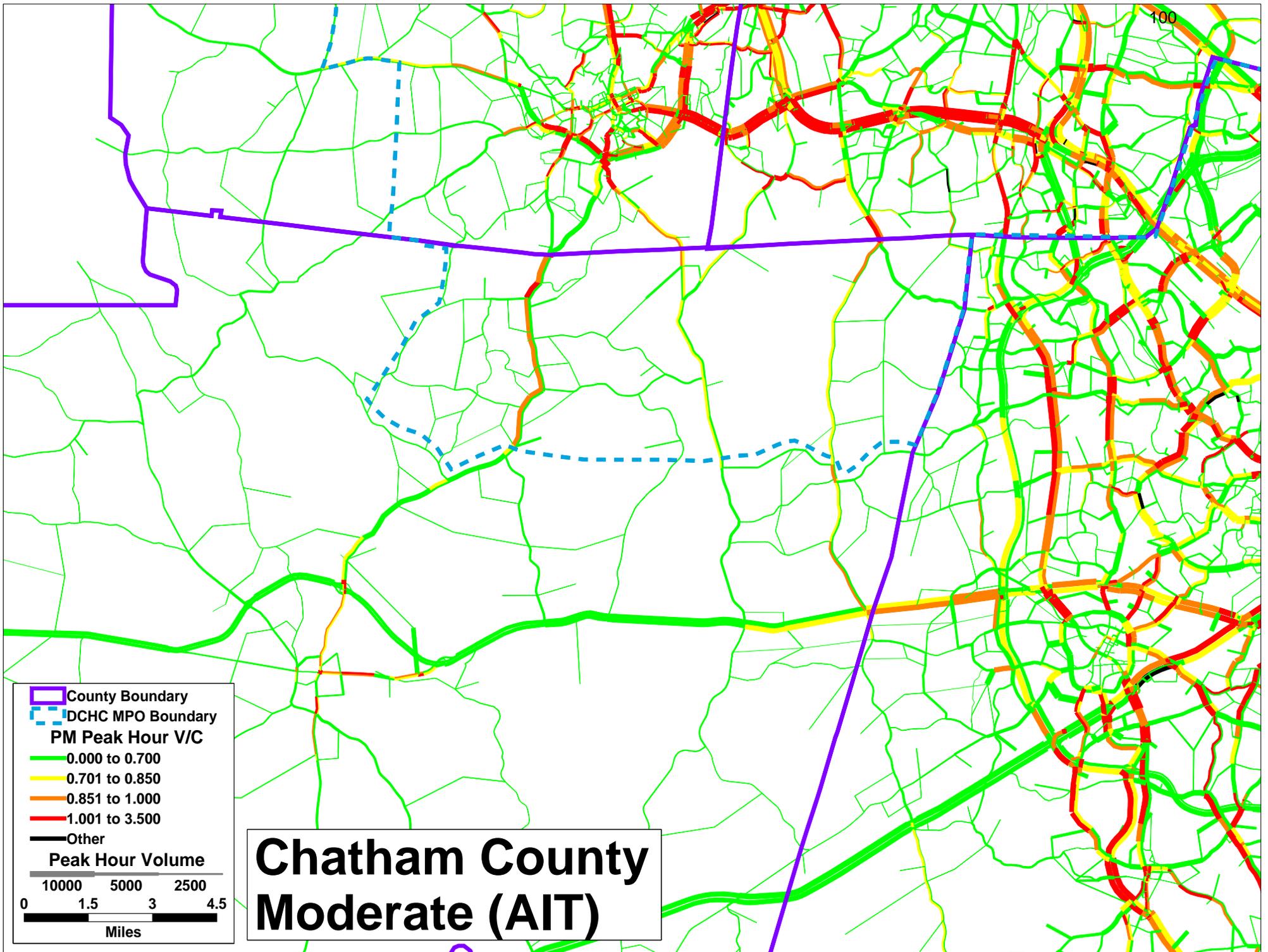
Orange County Moderate (AIT)



County Boundary
DCHC MPO Boundary
PM Peak Hour V/C
0.000 to 0.700
0.701 to 0.850
0.851 to 1.000
1.001 to 3.500
Other
Peak Hour Volume
10000 5000 2500
0 1.5 3 4.5
Miles

Chapel Hill Moderate (AIT)





Durham County Transit Intensive (CommPlan)

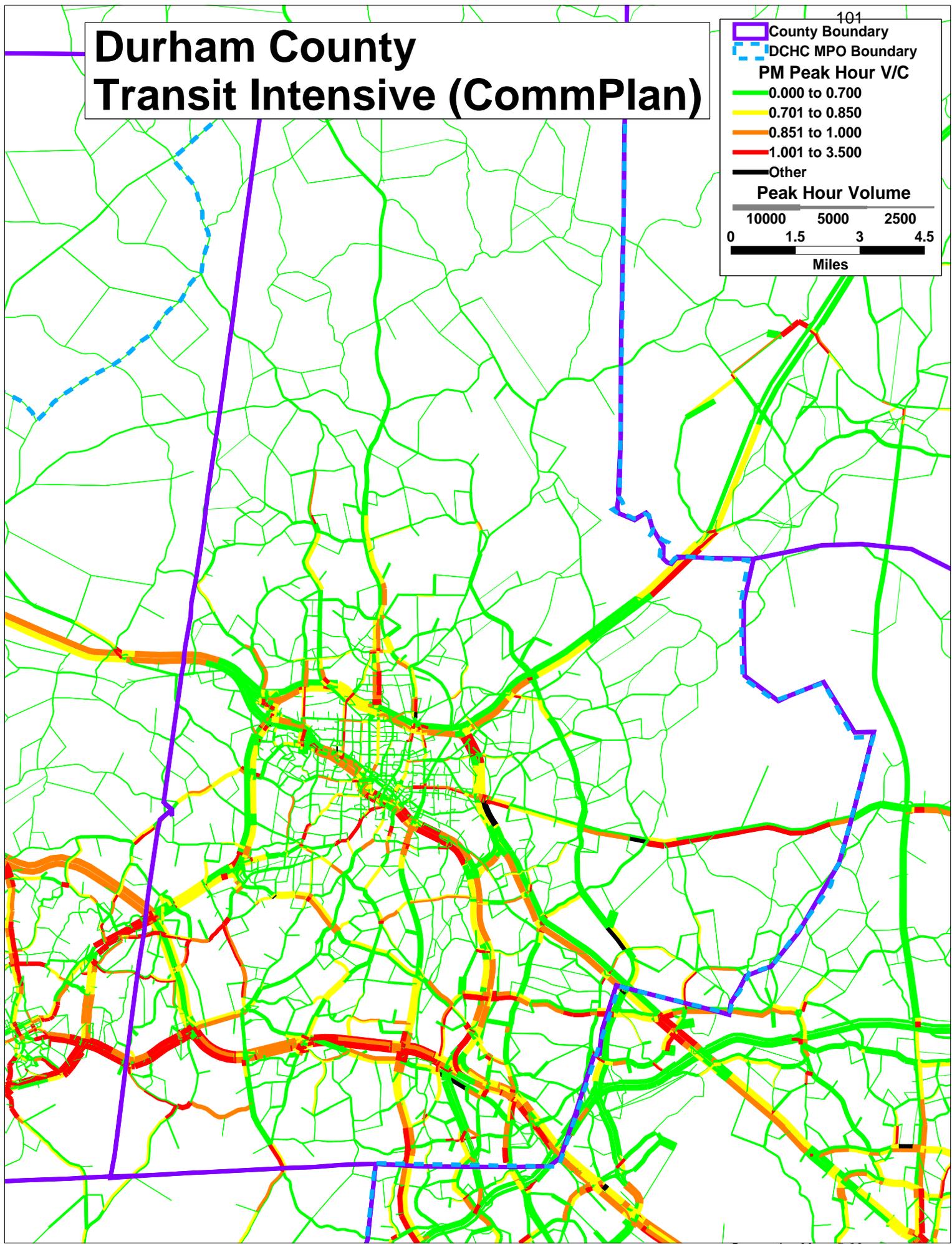
101

- County Boundary
- DCHC MPO Boundary
- PM Peak Hour V/C
 - 0.000 to 0.700
 - 0.701 to 0.850
 - 0.851 to 1.000
 - 1.001 to 3.500
- Other

Peak Hour Volume

10000	5000	2500	
0	1.5	3	4.5

Miles



Downtown Durham Transit Intensive (CommPlan)

102

- County Boundary
- DCHC MPO Boundary

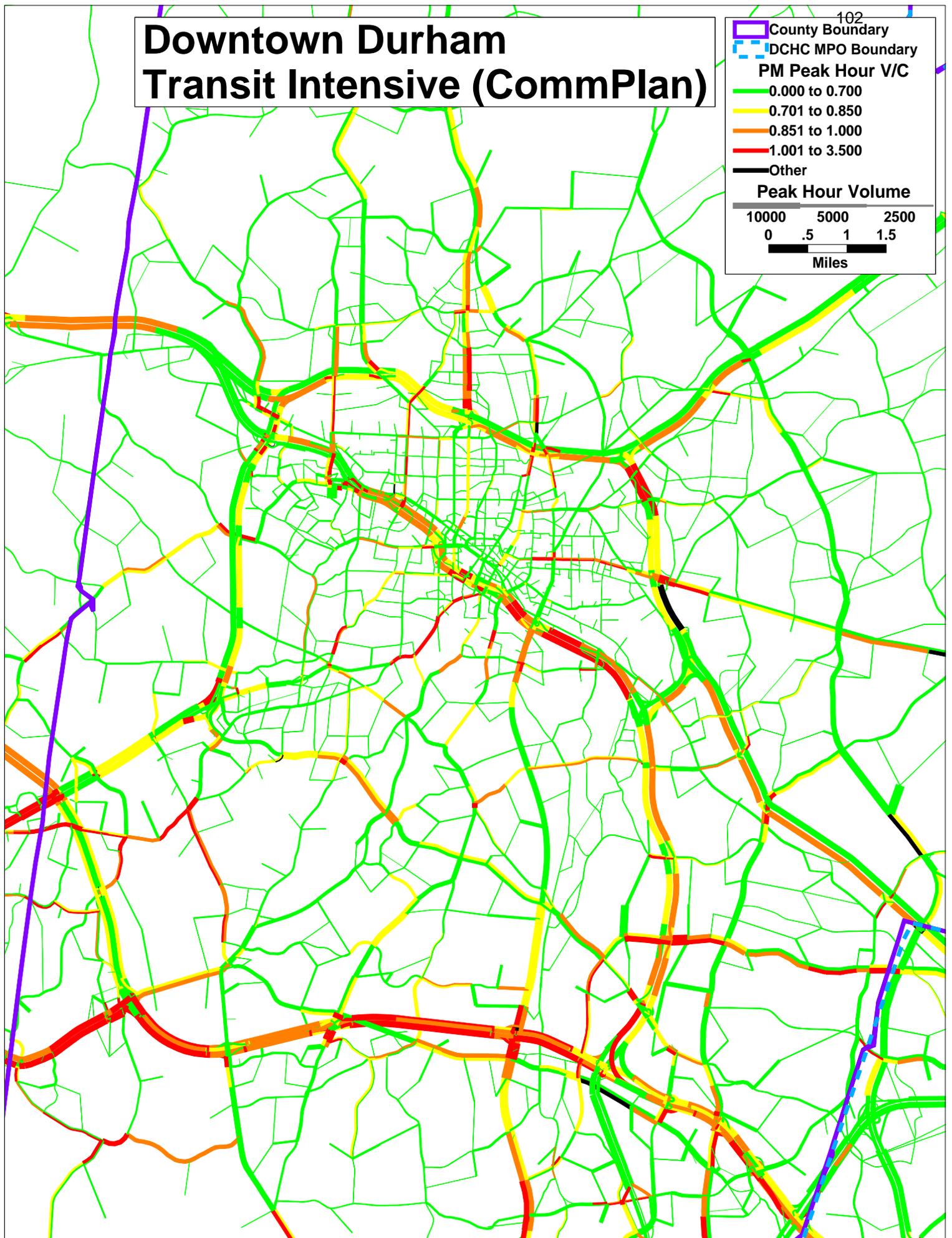
PM Peak Hour V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.001 to 3.500
- Other

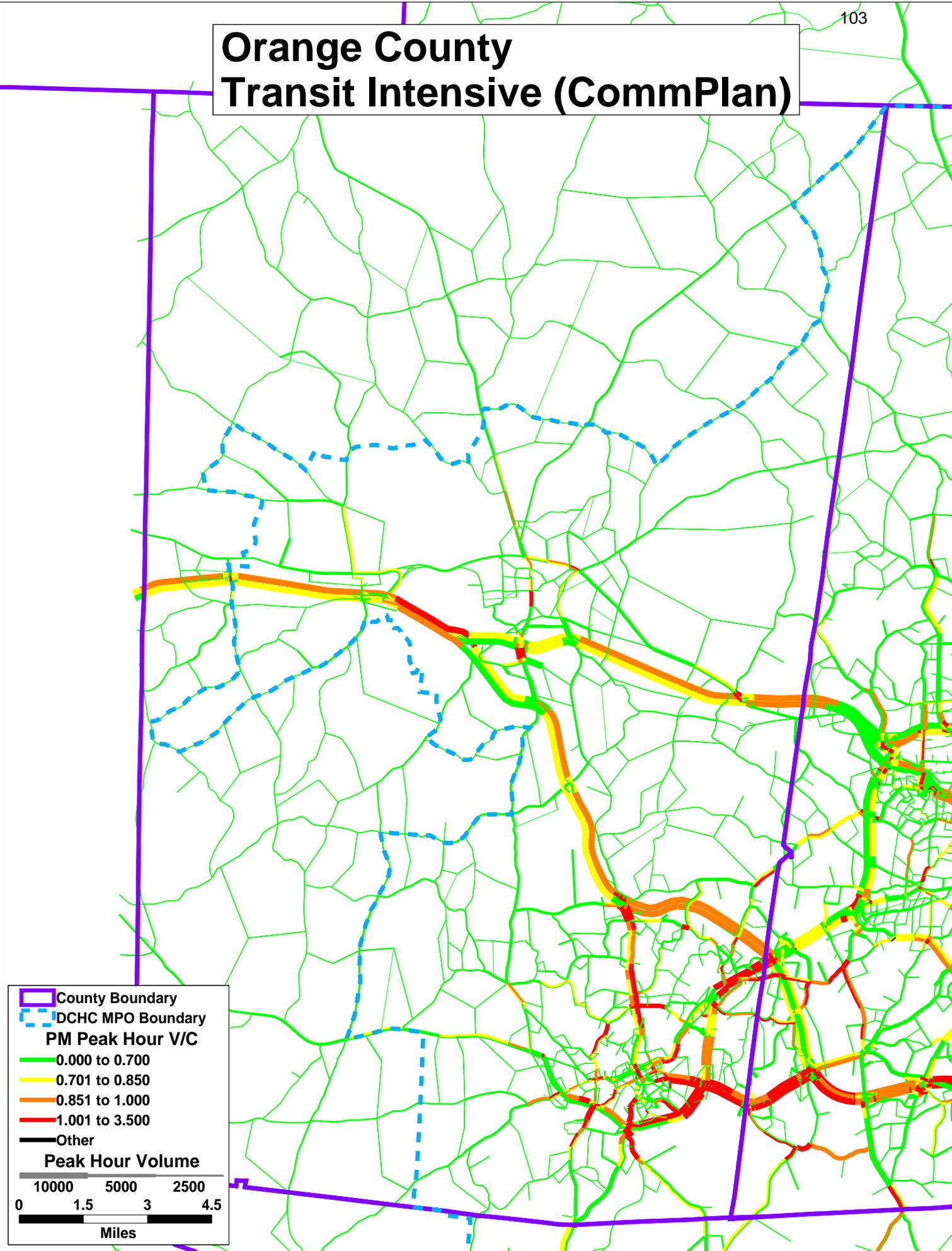
Peak Hour Volume

10000	5000	2500	
0	.5	1	1.5

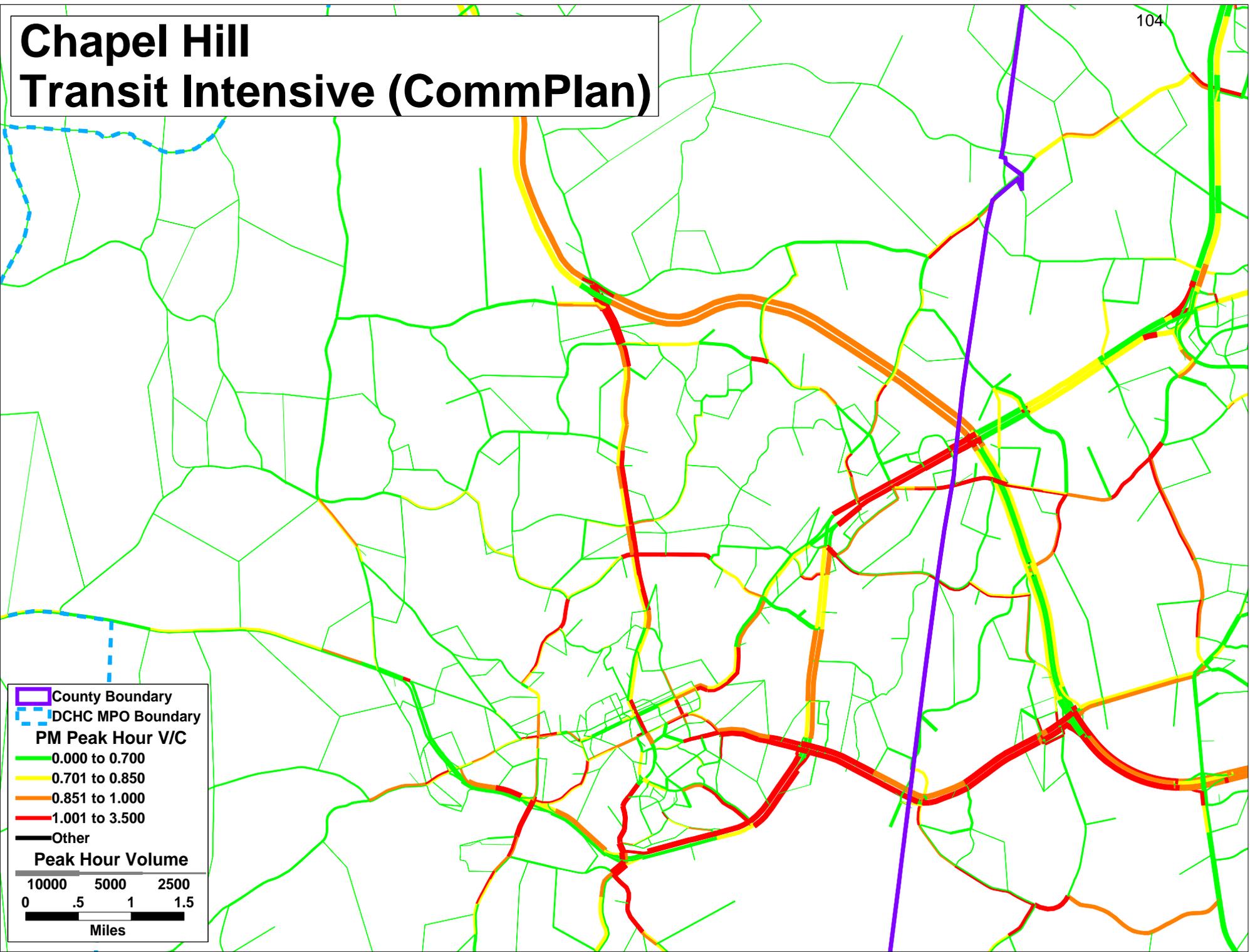
Miles



Orange County Transit Intensive (CommPlan)



Chapel Hill Transit Intensive (CommPlan)



County Boundary
DCHC MPO Boundary

PM Peak Hour V/C

- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.001 to 3.500

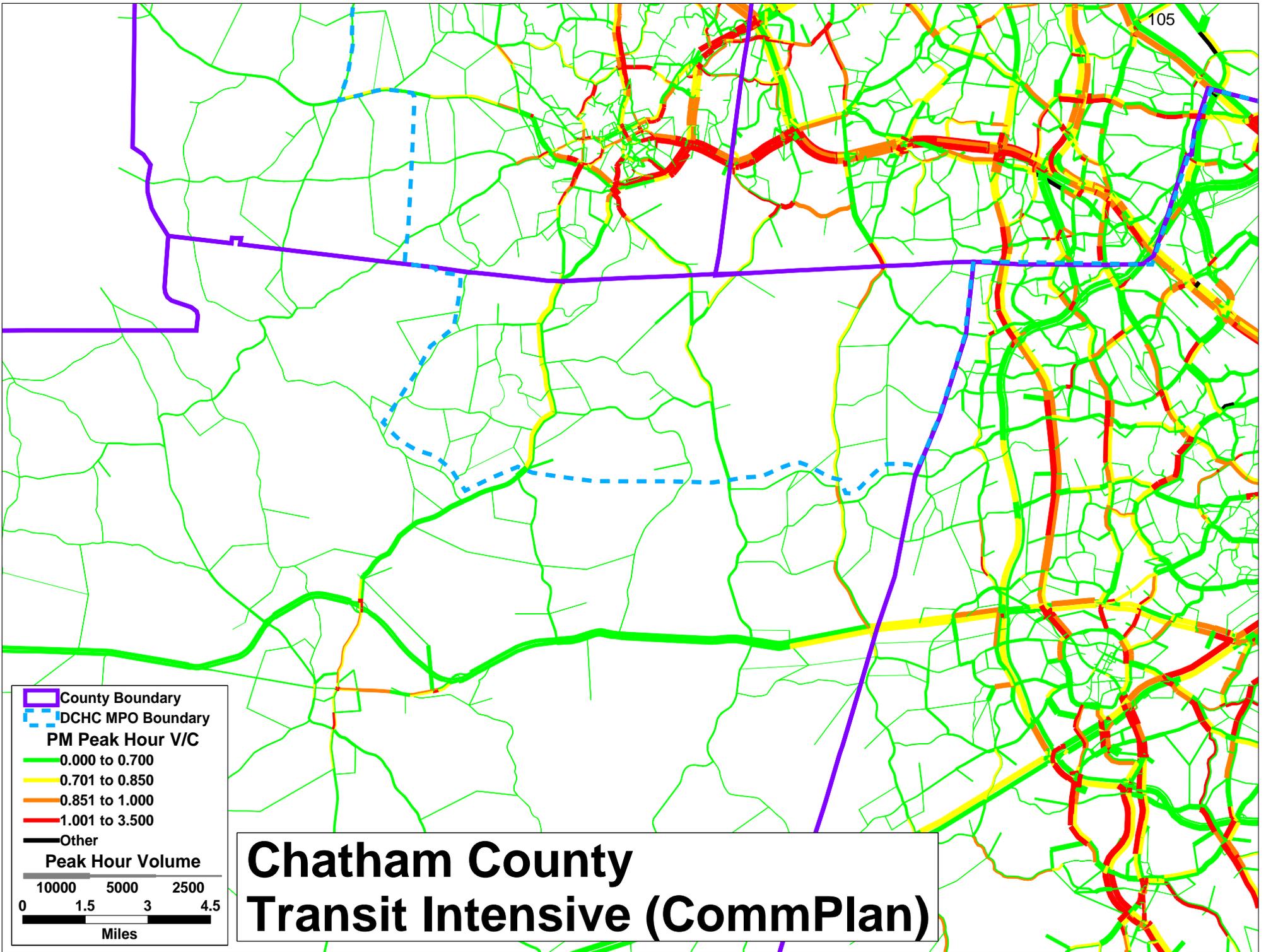
Other

Peak Hour Volume

10000 5000 2500

0 .5 1 1.5

Miles



105

Durham County Transit Intensive (AIT)

County Boundary
DCHC MPO Boundary
PM Peak Hour V/C

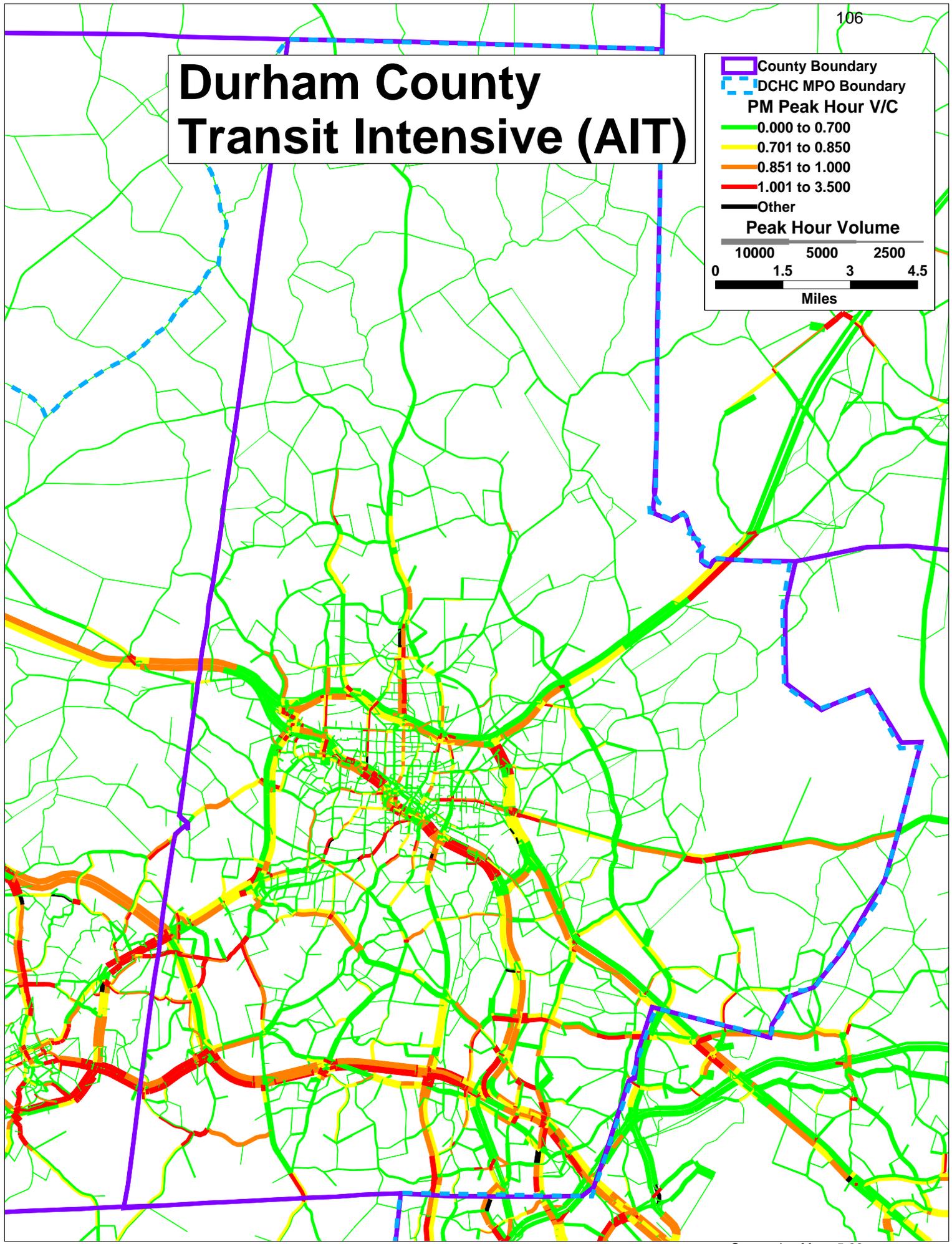
- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.001 to 3.500
- Other

Peak Hour Volume

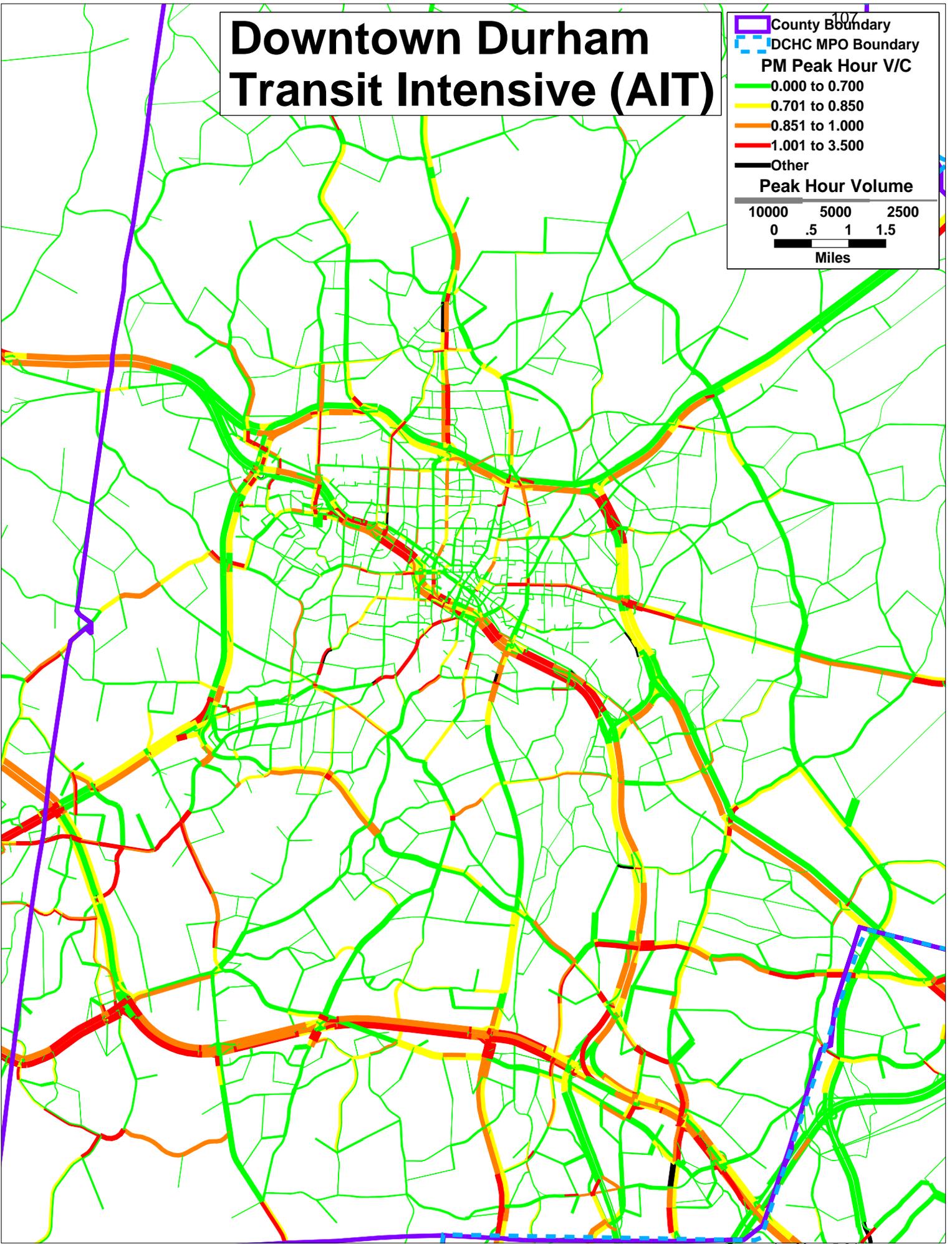
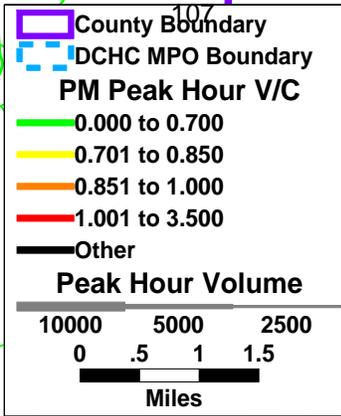
10000 5000 2500

0 1.5 3 4.5

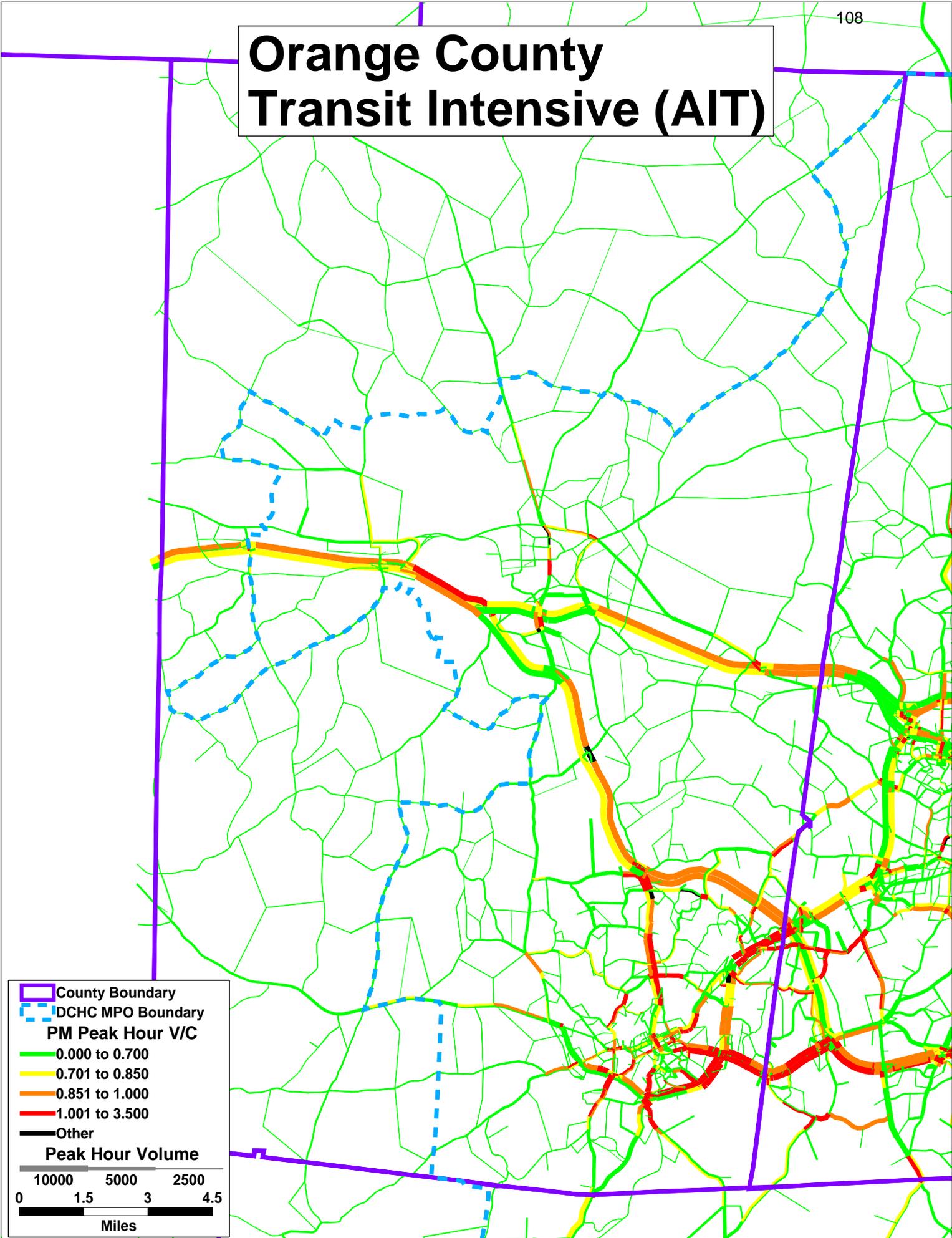
Miles



Downtown Durham Transit Intensive (AIT)



Orange County Transit Intensive (AIT)



County Boundary
DCHC MPO Boundary
PM Peak Hour V/C

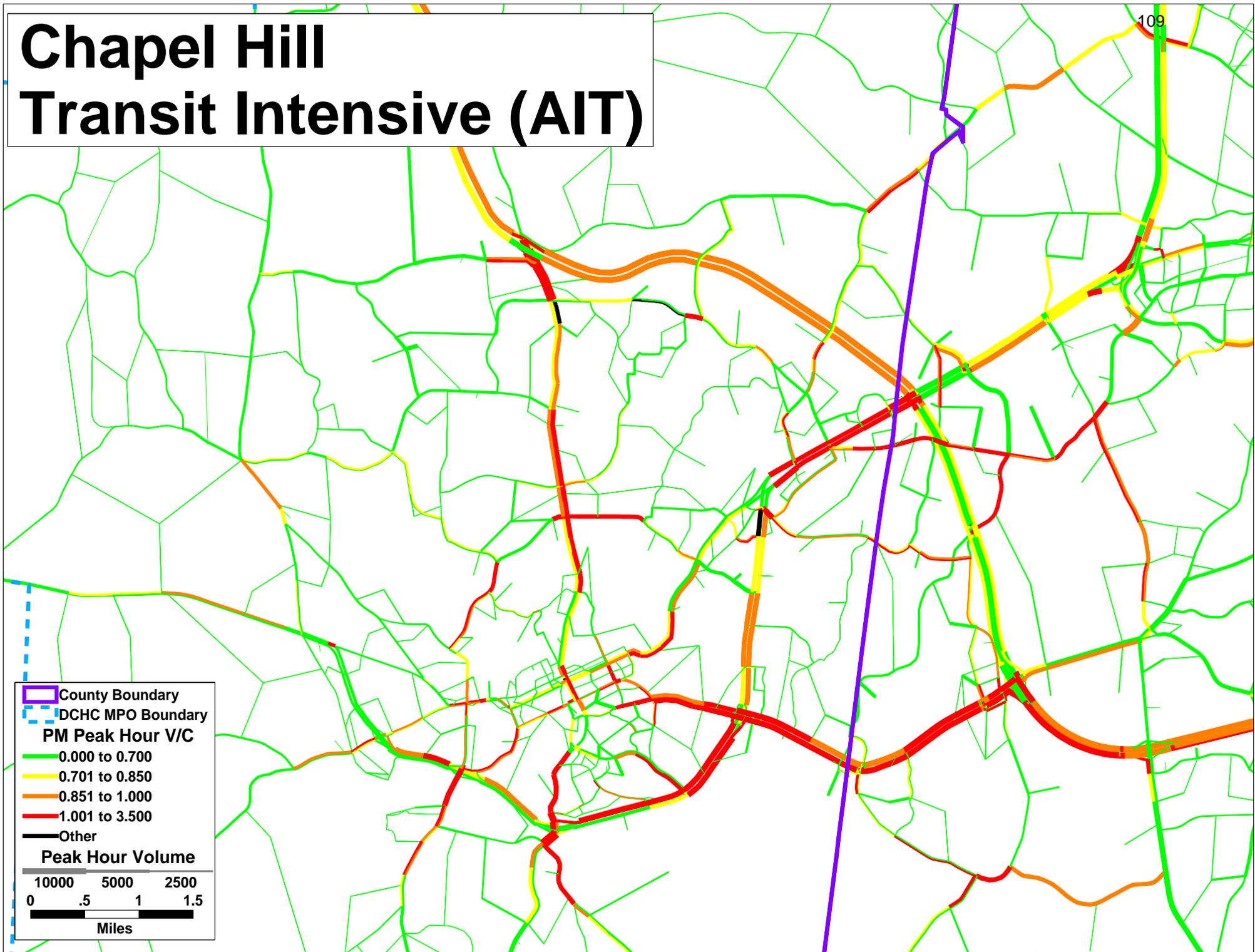
- 0.000 to 0.700
- 0.701 to 0.850
- 0.851 to 1.000
- 1.001 to 3.500
- Other

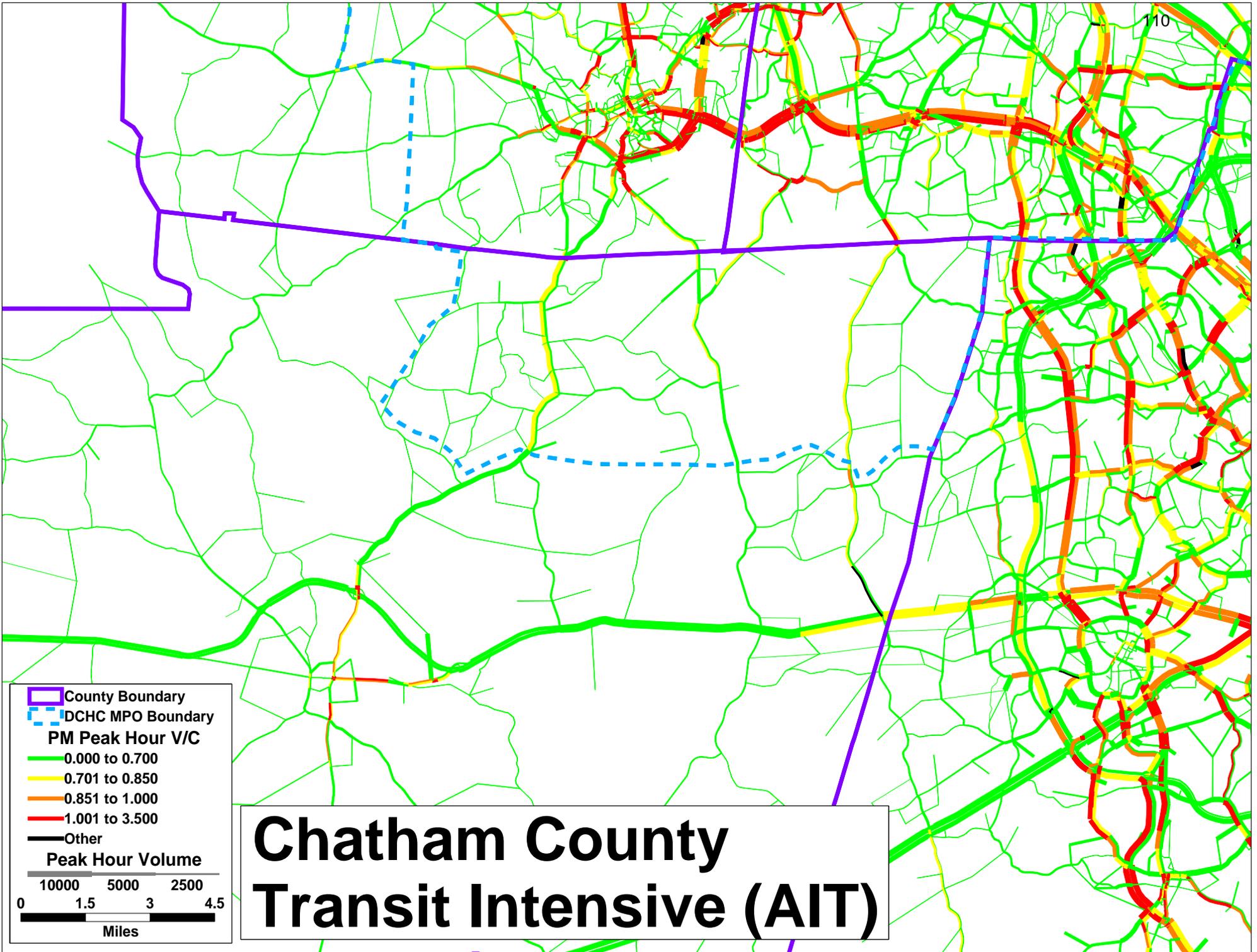
Peak Hour Volume

10000	5000	2500	
0	1.5	3	4.5

Miles

Chapel Hill Transit Intensive (AIT)





▭ County Boundary
▭ DCHC MPO Boundary
PM Peak Hour V/C
▬ 0.000 to 0.700
▬ 0.701 to 0.850
▬ 0.851 to 1.000
▬ 1.001 to 3.500
▬ Other
Peak Hour Volume

 10000 5000 2500
 0 1.5 3 4.5
 Miles

Chatham County Transit Intensive (AIT)

2040 MTP and CTP Socioeconomic Data

Purpose of Socioeconomic Data

The socioeconomic data (SE Data) shows the location of the population and employment, median household income and other demographic data that drives the travel demand. The SE Data is among the most important inputs into the Triangle Regional Model (TRM) because the residential data is used to determine the number and type of trips and the employment data is critical for determining the destination for those trips. The distance between residential and employment centers, and the location of roads and transit service in relation to those house and jobs, will have a big impact on the travel distance, travel time, mode shares, and congestion in the TRM output.

Scenarios

The DCHC MPO and the Capital Area MPO partnered together in a process called *Imagine 2040* to create a land use model for the entire Triangle region that is capable of producing multiple land use scenarios. The GIS (geographic information system) software called *Community Visualization* provides the method and data bases for the scenarios. This partnership created two distinct SE Data scenarios for use in the Alternatives:

CommPlan – The Community Plan scenario is based on the comprehensive land use plans of the local jurisdictions and counties.

AIT – The All-in-Transit scenario starts with the comprehensive land use plans and adds transit oriented development (TOD) around the light rail and commuter rail stations. The TOD has higher density and more mixed land uses than the anticipated development in the CommPlan. In addition, the factors in this land use scenario that drive the attractiveness of the parcels (e.g., land use suitability) are weighted more positively for rail transit stations.

It is important to note that the county-level population and employment are the same between the two scenarios. The county-level guide totals established for each county earlier in the 2040 MTP process are used for both scenarios. The difference between the two scenarios is the location. The population and employment in the AIT scenario is more concentrated around the rail transit stations than in the CommPlan scenario.

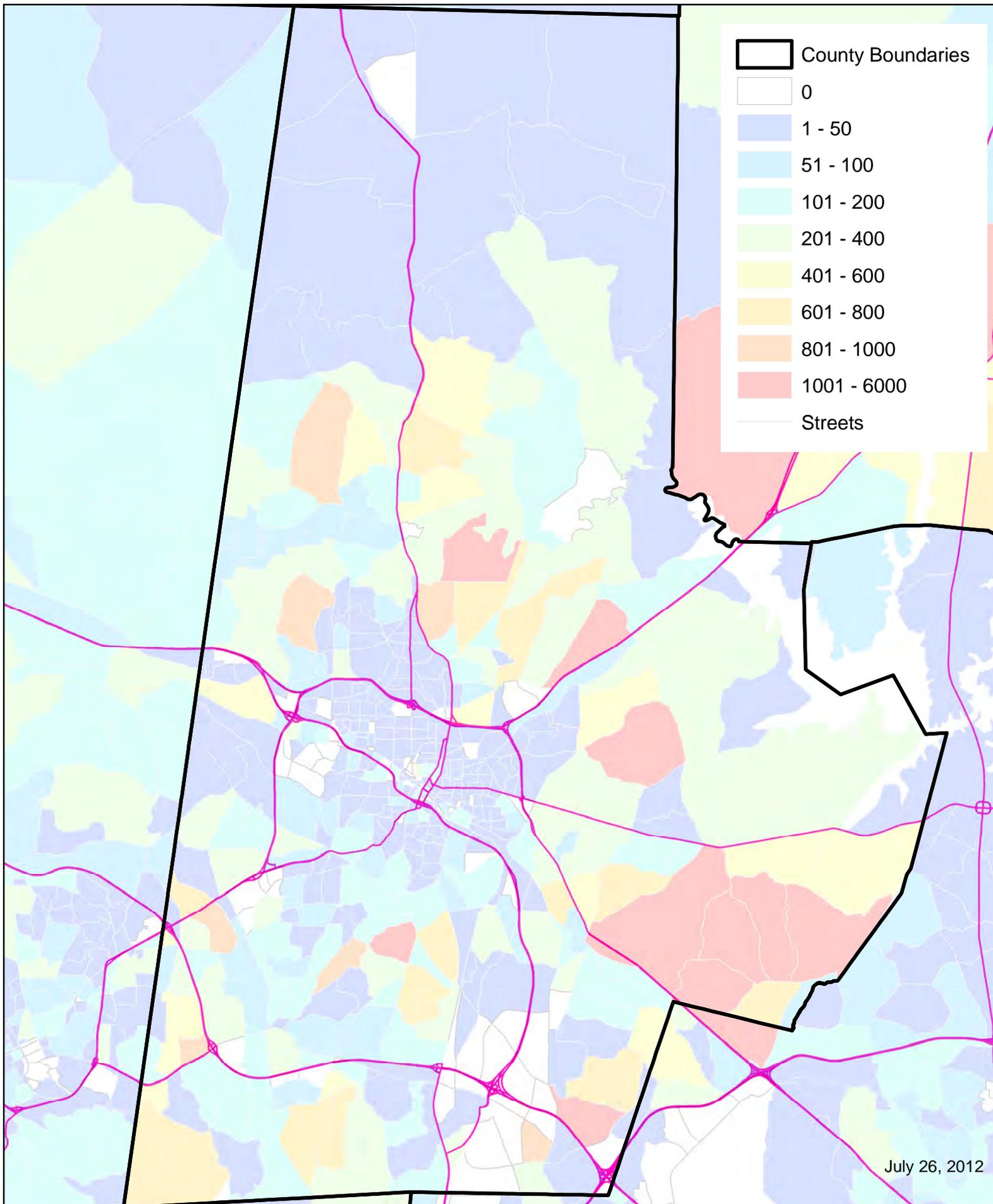
Detailed Information

The DCHC MPO released draft SE Data for the 2040 MTP in March 2012 for public comment, and subsequently updated the draft SE Data in June 2012. As a result, the MPO's Web site, www.dchcmpo.org, has ample information on the use of SE Data in travel demand modeling, the Community Visualization process, population and employment guide totals for the year 2040, and more on the project pages for Deficiency Analysis and Draft 2040 Socioeconomic Data.

Presentation of SE Data

The maps on the ensuing pages show the household and employment growth from the year 2010 to 2040 for each scenario. The growth is broken out by traffic analysis zones (TAZs), which are the primary geographic input into the travel demand model. There are over 800 TAZs in the DCHC MPO and the TAZs are different sizes, tending to be small in the more urbanized area to account for the higher residential and employment concentrations. These are so-called heat maps – the color becomes “hotter” as the values increase. The maps views are by county. Close up maps for the City of Durham and Chapel Hill/Carrboro are available on the MPO Web site.

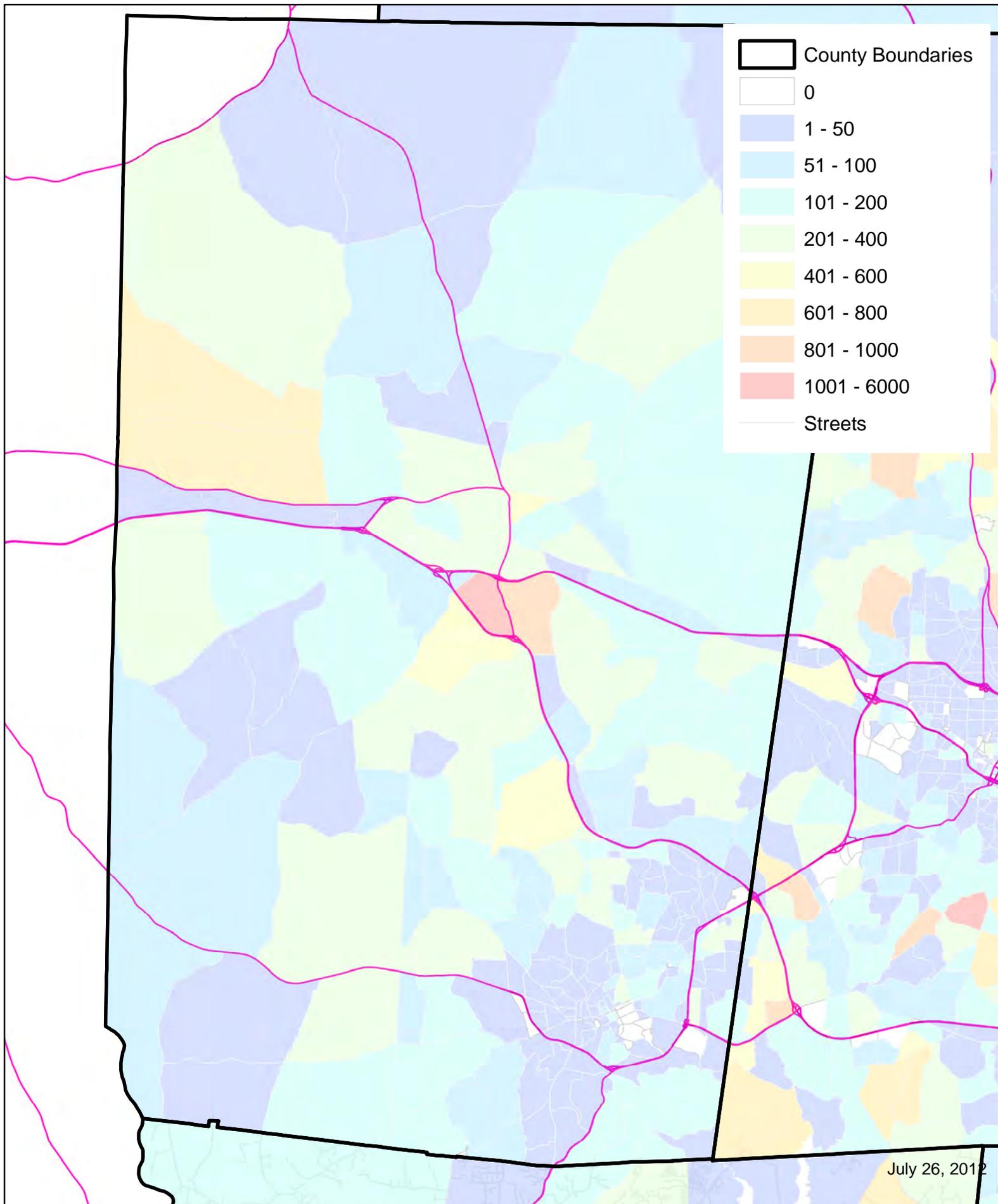
Community Plan--Dwelling Unit Growth 2010-2040



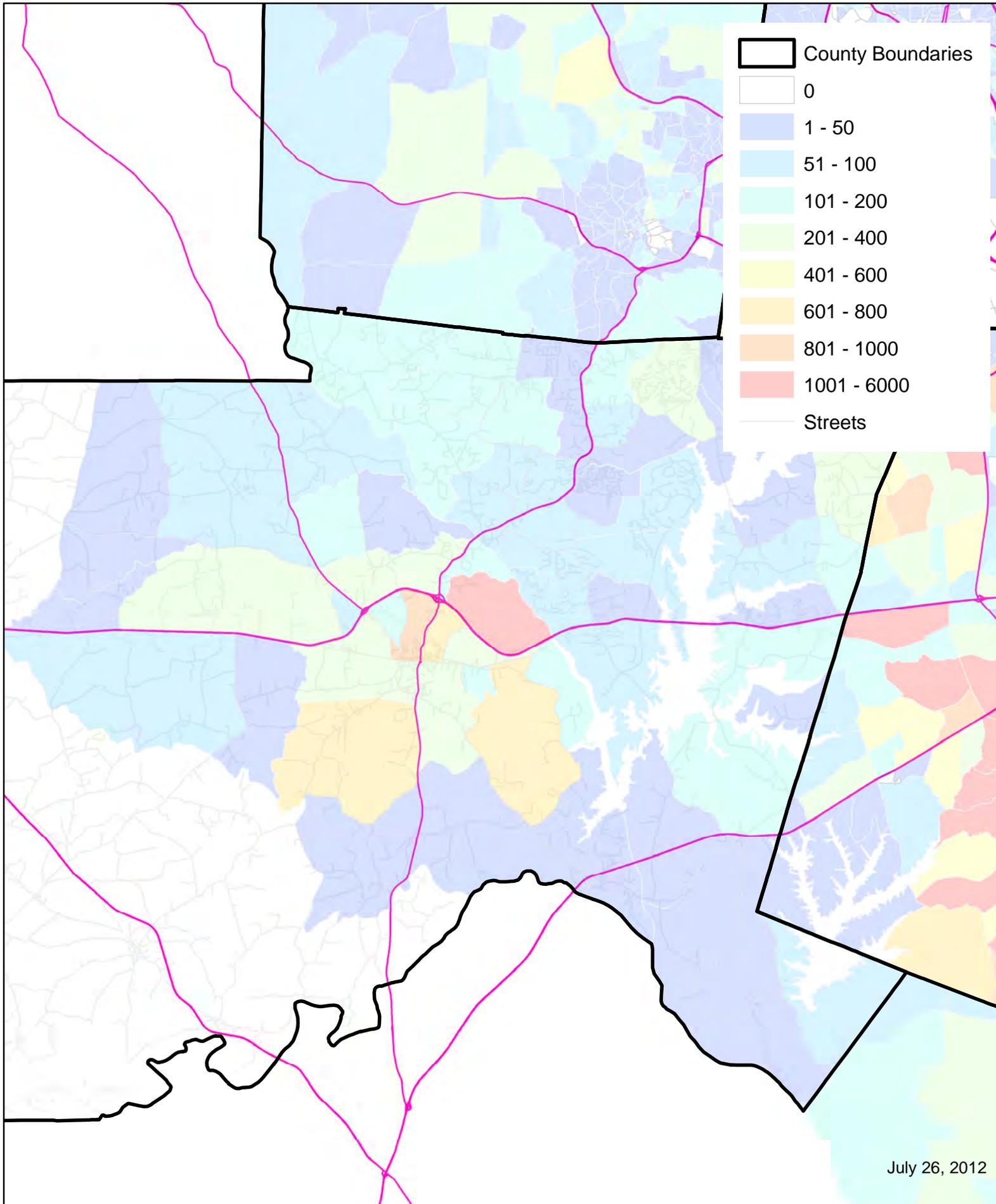
Orange County

SE Data 6-4
114

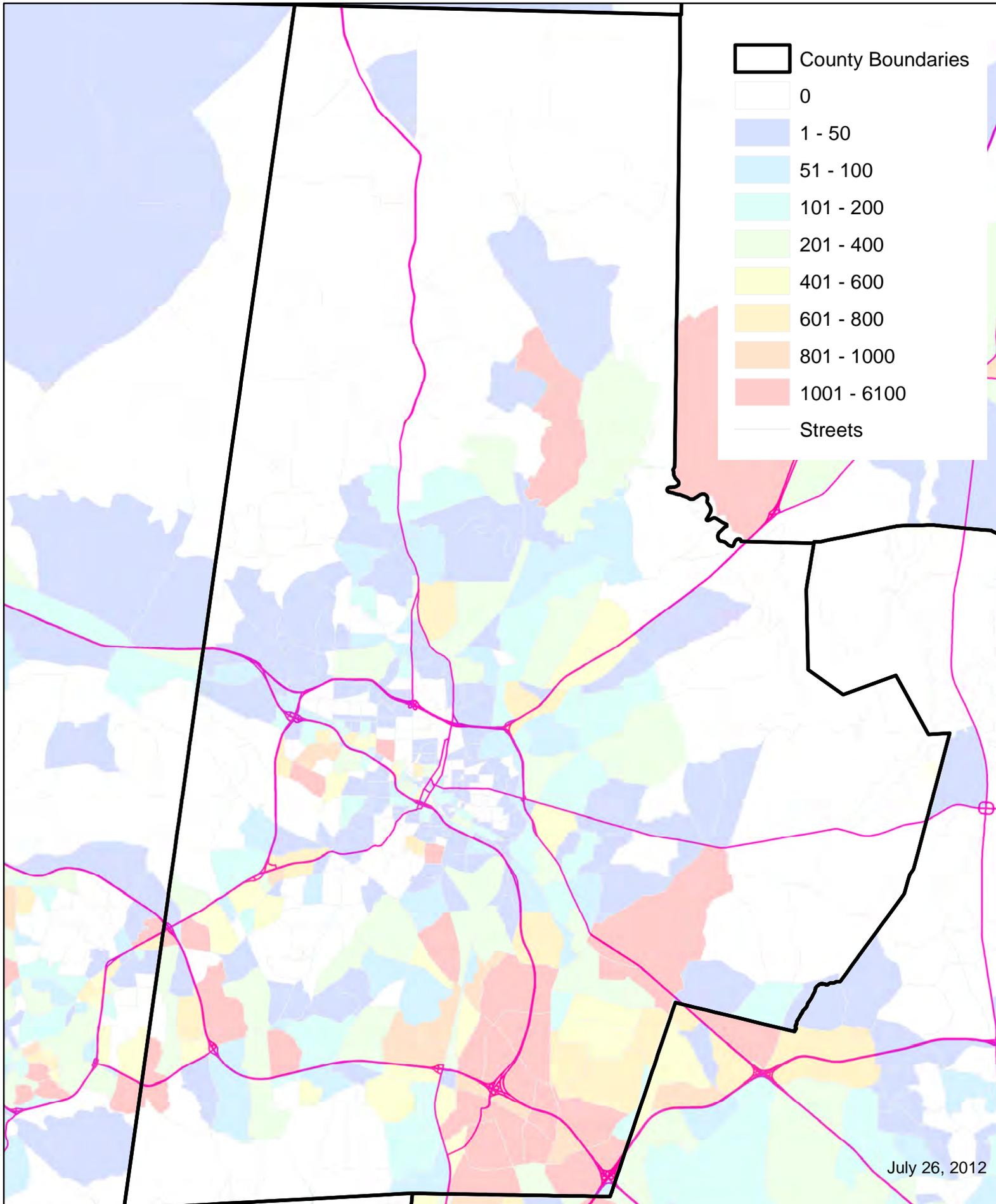
Community Plan--Dwelling Unit Growth 2010-2040



Community Plan--Dwelling Unit Growth 2010-2040



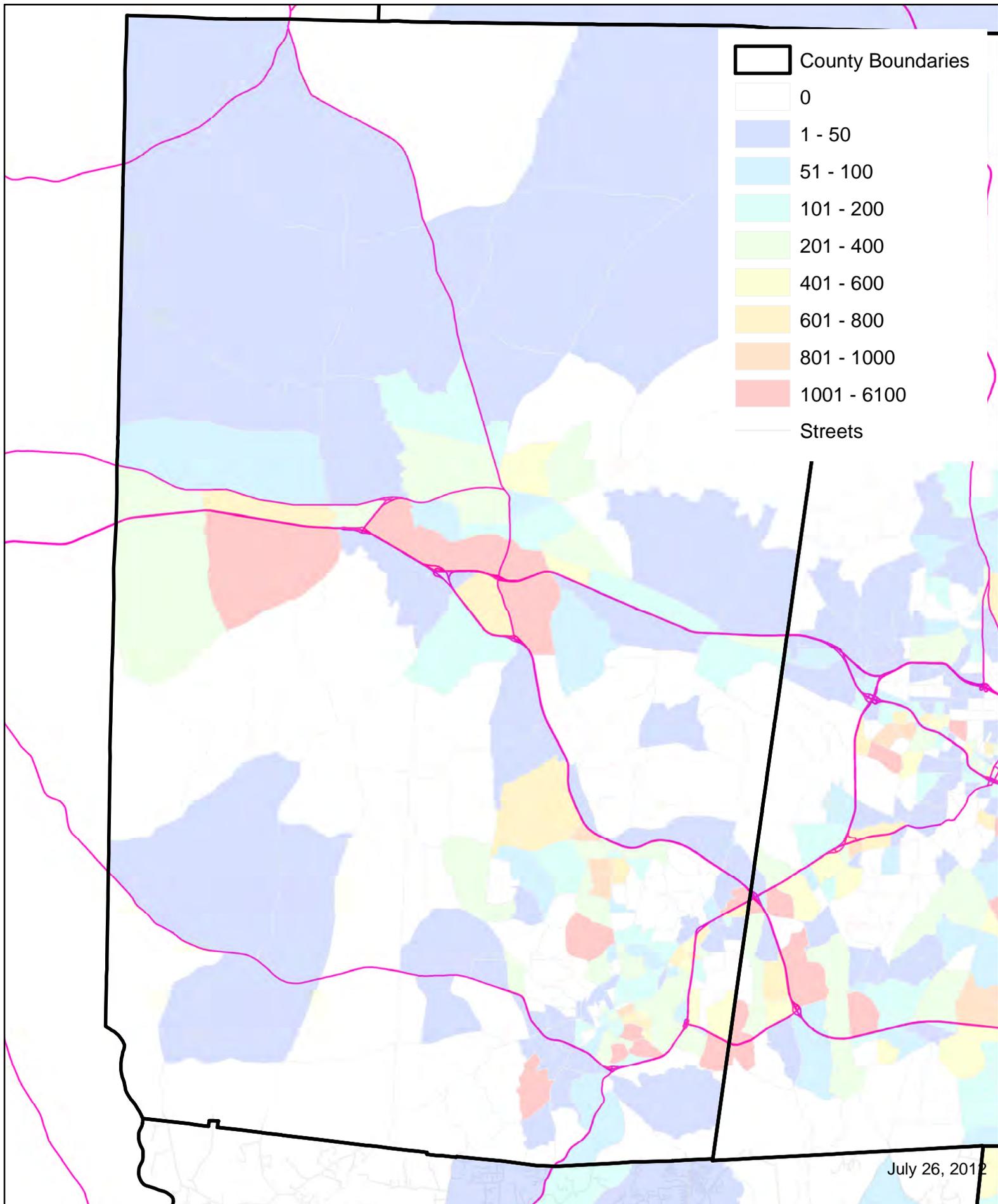
Community Plan--Employment Growth 2010-2040



Orange County

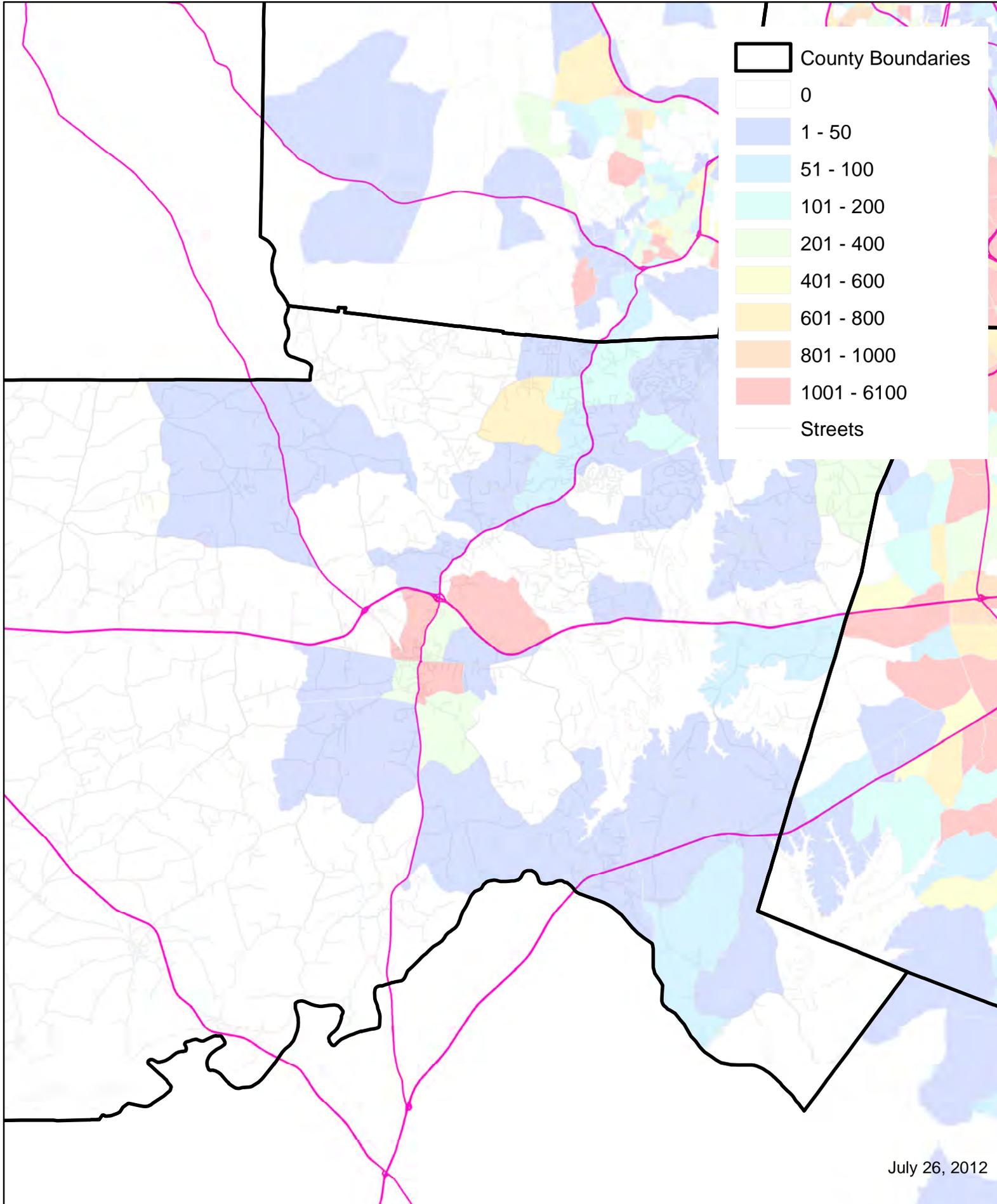
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117

Community Plan--Employment Growth 2010-2040



Chatham County

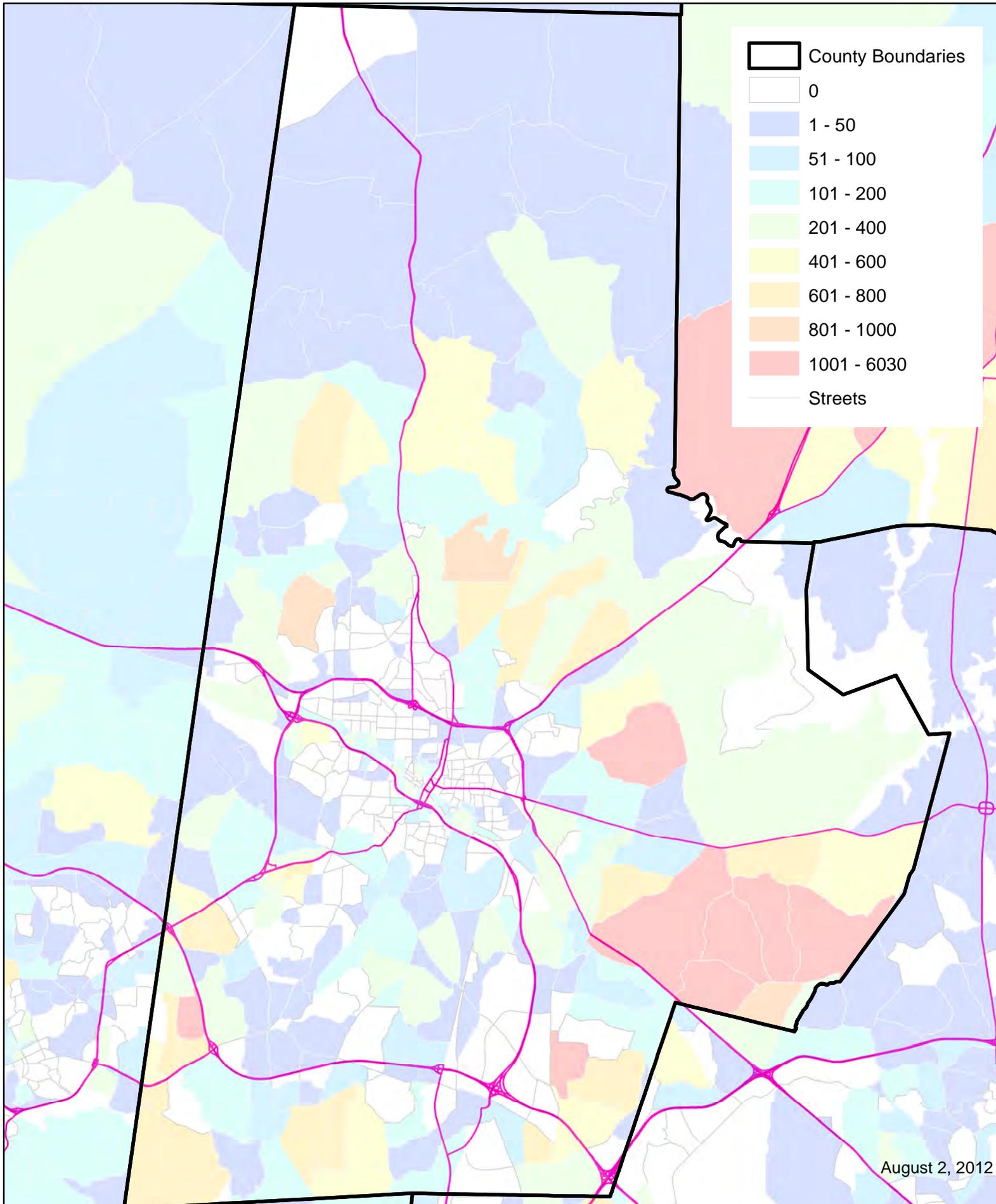
Community Plan--Employment Growth 2010-2040



Durham County

SE Data 6-8
119

All In Transit--Dwelling Unit Growth 2010-2040

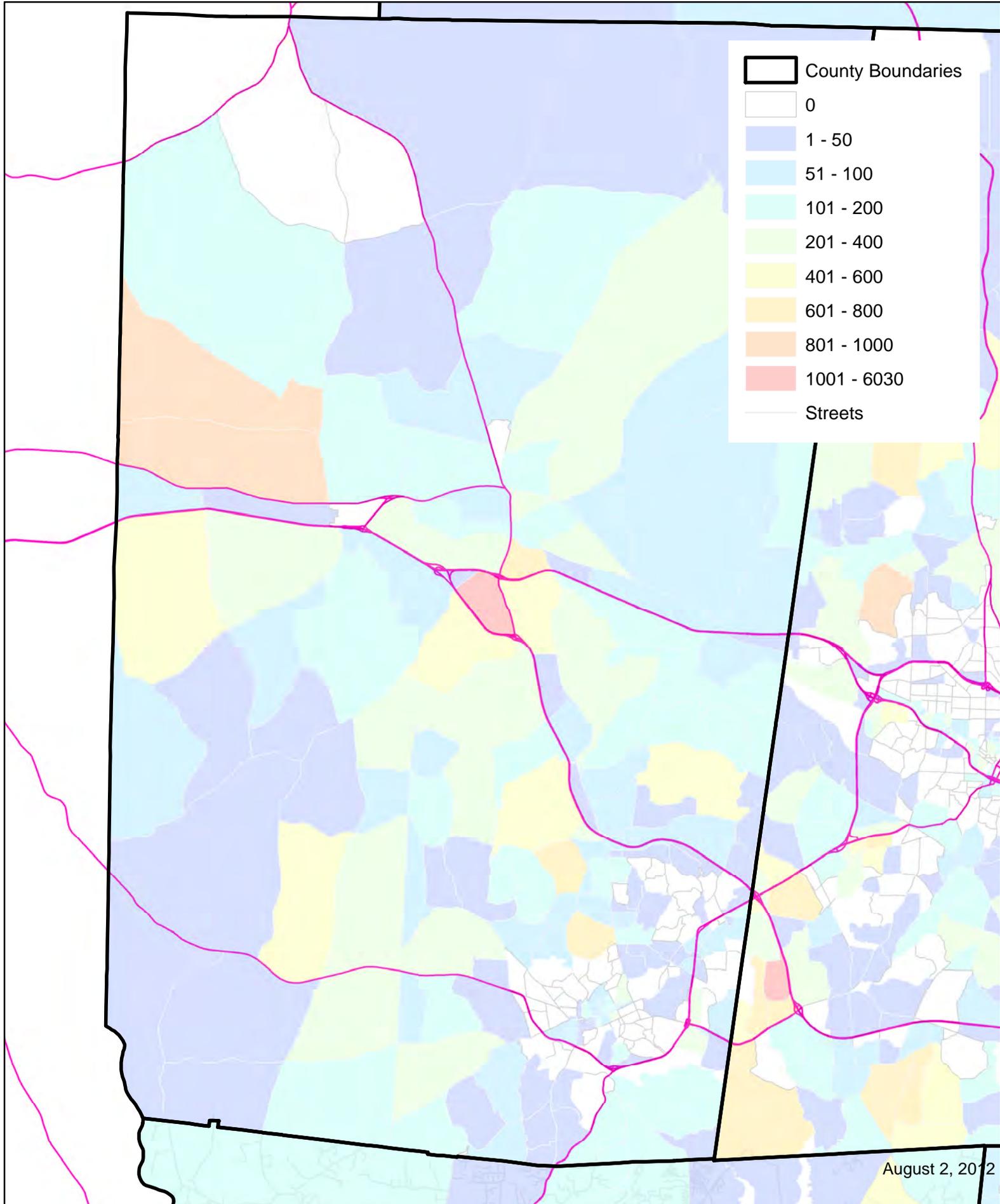


August 2, 2012

Orange County

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128

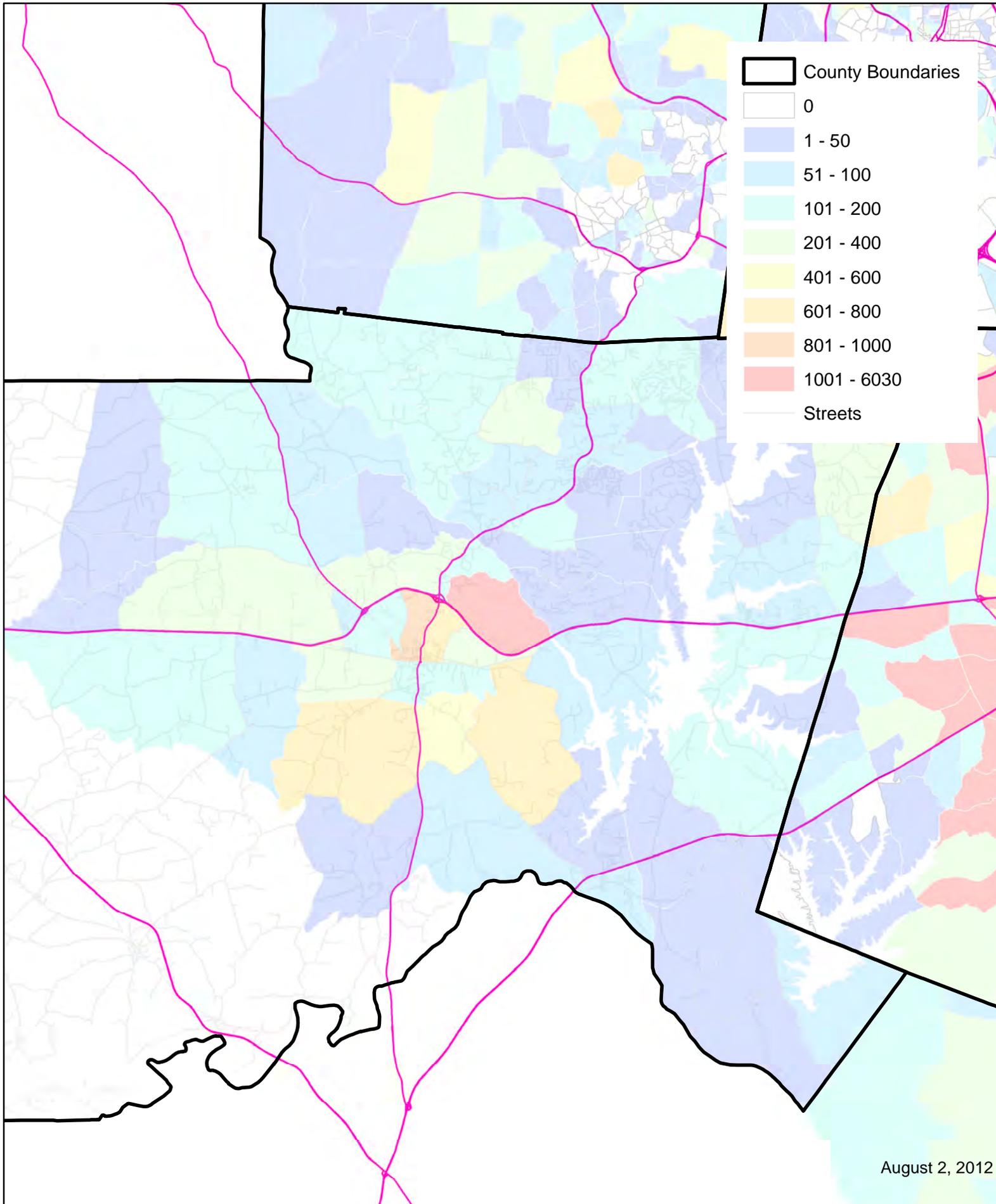
All In Transit--Dwelling Unit Growth 2010-2040



Chatham County

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121

All In Transit-- Dwelling Unit Growth 2010-2040

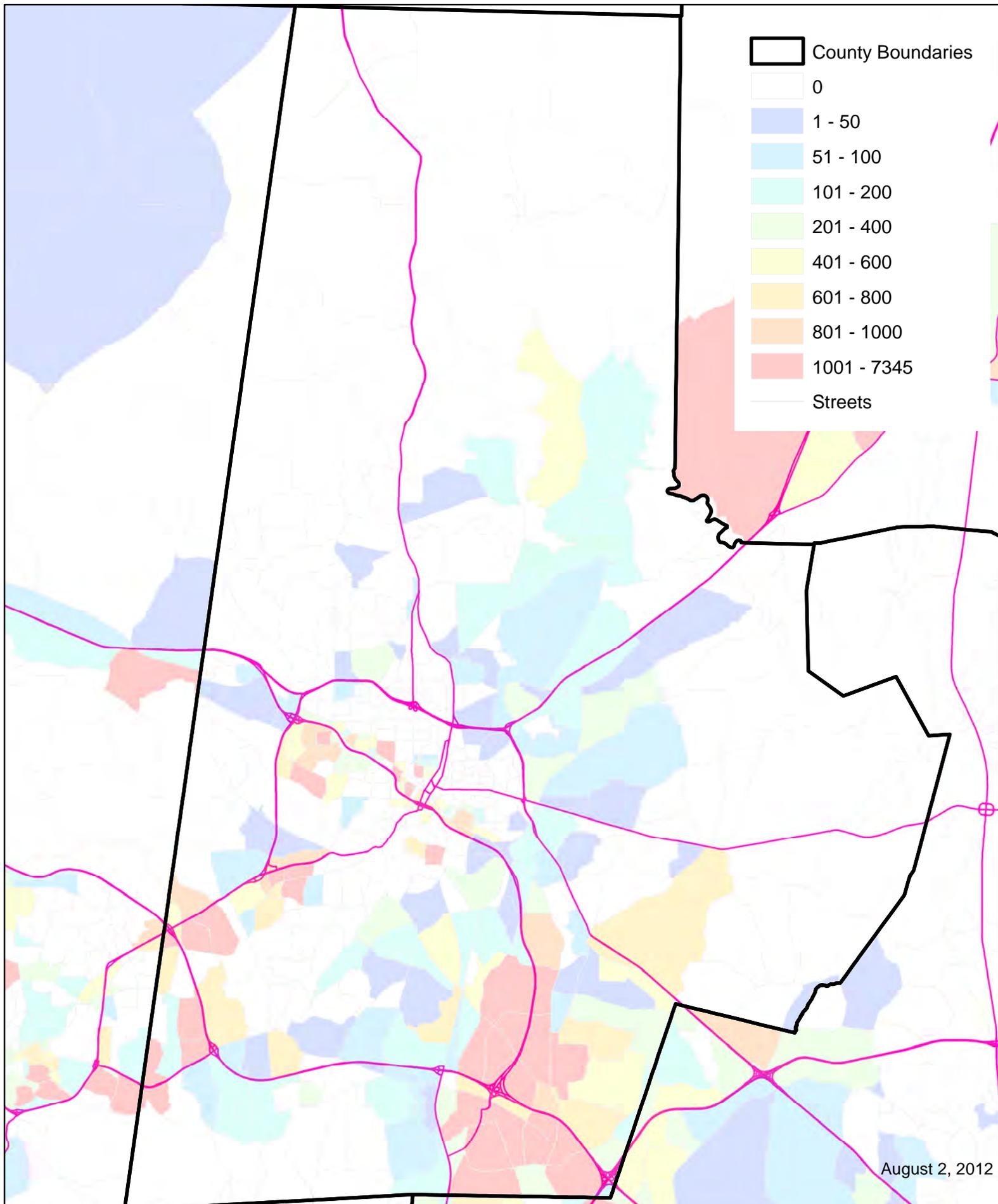


August 2, 2012

Durham County

SE Data 6-12
122

All In Transit--Employment Growth 2010-2040

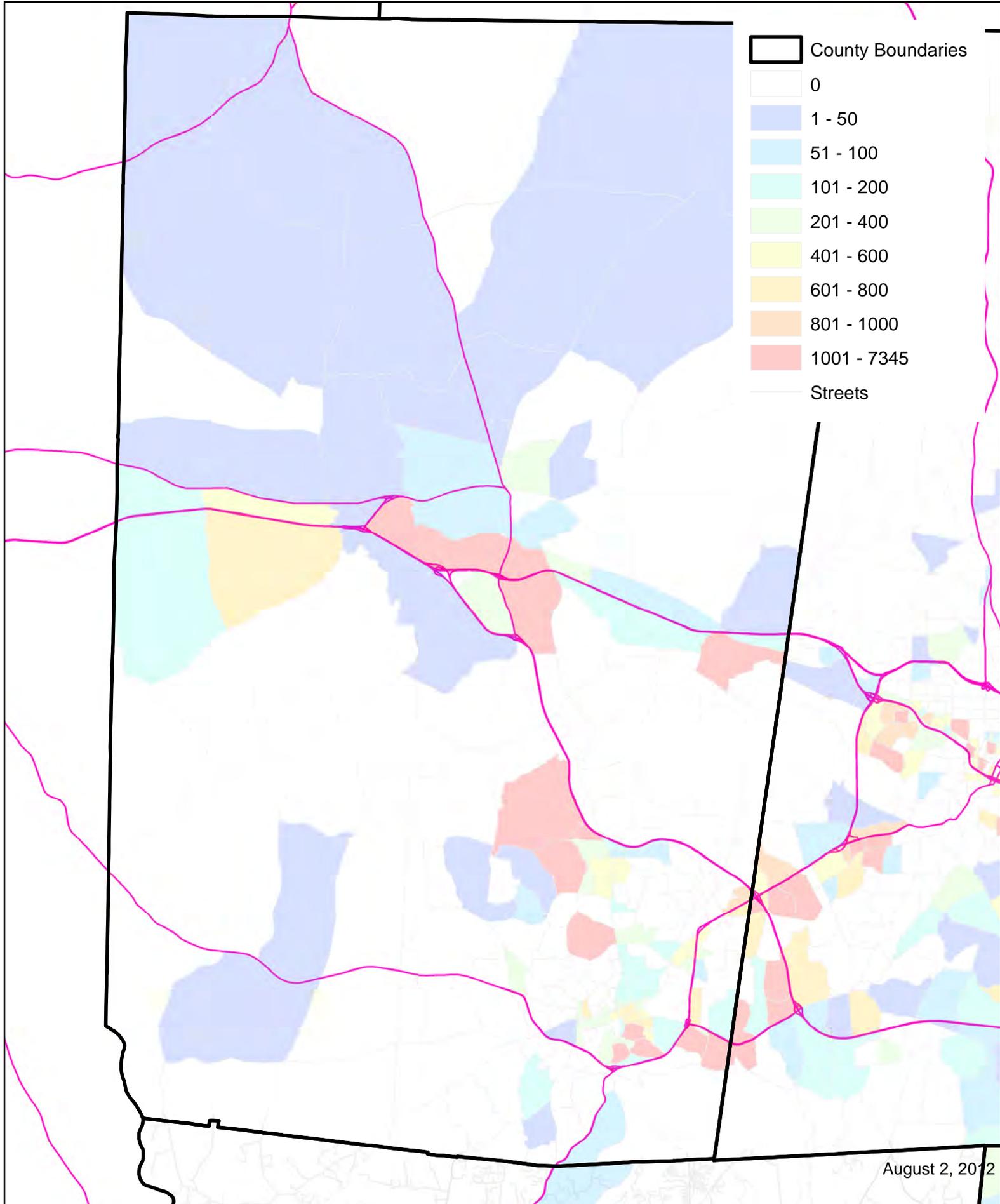


August 2, 2012

Orange County

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123

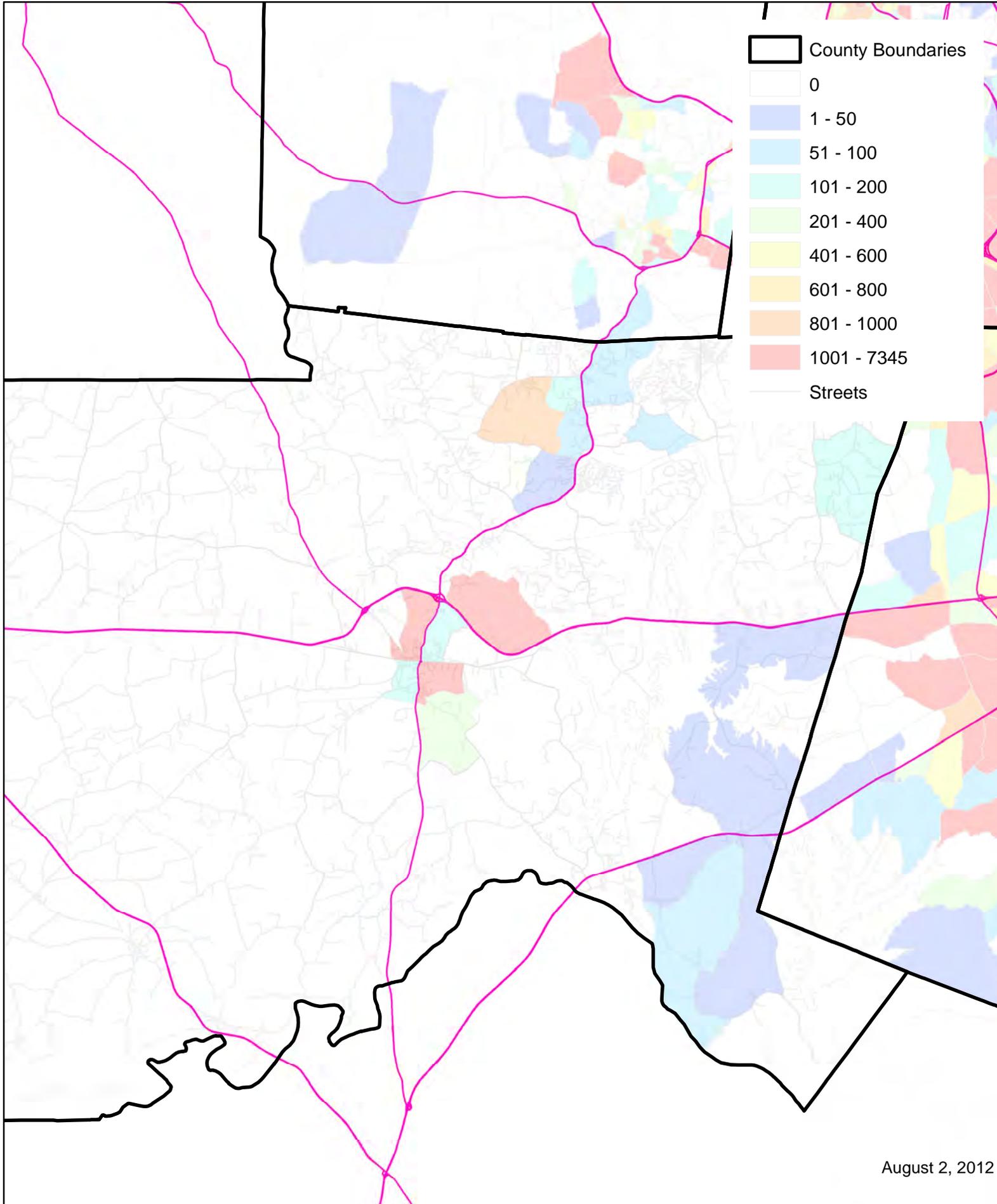
All In Transit--Employment Growth 2010-2040



Chatham County

SE Data 6-14
124

All In Transit--Employment Growth 2010-2040



August 2, 2012

2040 MTP and CTP Alternatives Description -- Highways

Highways in Alternatives

A different set of highway projects are assumed in each transportation network:

Highway Intensive – This is the Comprehensive Transportation Plan (CTP) highway network. It includes most of the projects in the current 2035 Long Range Transportation Plan (2035 LRTP) plus over fifty additional highway projects that will be proposed for the CTP.

Transit Intensive – This includes most of the highway projects in the 2015 and 2025 horizon years of the current 2035 LRTP. Except for the NC 54 widening in Durham County, it does not include large scale highway projects that provide mobility in the same corridor as the proposed light rail transit system between Durham and Orange counties.

Moderate – This includes most of the highway projects in the current 2035 LRTP.

Presentation of Highways

This section presents a list of highway projects and some key detailed data for each project such as the proposed segments to be improved (“to” and “from”) and the estimated cost. The subheadings indicate the horizon year and plan for which the highway is proposed, and a set of three columns indicate whether or not the project is assumed in each of the transportation networks. The table is followed by three maps that show the location of the highway projects for each network.

There are several terms used in the “Proposed Improvement” that require a definition:

- *Widening* – through lanes are added
- *New Location* – there is no existing roadway; this is new alignment or roadway
- *Modernization* – turn lanes at needed junctures, bicycle and pedestrian facilities are added; no consistent through lane is added
- *TSM* – Transportation System Management; capacity improvements to intersections and interchanges, and other relatively less costly measures that reduce delays and improve safety on existing roads and intersections

**2040 MTP and CTP
Roadway Project List**

Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Proposed Improvement	Project Total Cost (2012 \$)	Mode rate	Transit	Highway
2020 MTP											
1	Alexander Dr	Cornwallis Rd	NC 147	2	4	1.00	Widening	\$4,450,000	1	1	1
30	Hillandale Rd.	I-85	Carver	2	4	0.7	Widening	11941000	1	1	1
59	Miami Blvd.	Methodist Dr.	Angier Ave	2	5	0.72	Widening	(budget before 2012)	1	1	1
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	New Location	\$10,110,000	1	1	1
15	East End Connector (EEC)	NC 147	US 70 E; US 70:EEC to NC	0	4	2.50	New Location	\$153,981,250	1	1	1
202	Hopson Rd	Davis Dr	NC 54	2	4	0.67	Widening	\$6,026,000	1	1	1
43	I-40	US 15-501	NC 86	4	6	4.10	Widening	\$25,957,093	1	1	1
44	I-40	NC 86	I-85	4	6	7.32	Widening	\$46,342,907	1	1	1
70.4	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	New Location	\$1,600,000	1	1	1
75	NC 55 (Alston Ave)	NC 147	NC 98	2	4	1.00	Widening	\$31,024,000	1	1	1
92.1	Roxboro/Latta/Infinity Intersection	Latta Rd.	Infinity Rd.	4	6	0.50	Widening	\$4,100,000	1	1	1
97	Smith Level Rd	Rock Haven Rd	NC 54 bypass	2	3	0.60	Widening	\$8,199,000	1	1	1
98	South Columbia St	NC 54	Manning Dr	2	2	0.70	Modernization	\$7,860,000	1	1	1
119	Weaver Dairy Rd	NC 86	Erwin Rd	2	3	2.80	Widening	(budget before 2012)	1	1	1
								\$311,591,250			
2030 MTP											
40	Carolina North network	Carolina North Campus		0	2	2.16	New Location	\$16,851,580	1	1	1
12	Cornwallis Rd	MLK	Alexander Dr	2	4	1.07	Widening	\$10,346,536	1	1	1
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	New Location	\$1,950,414	1	1	1
17	Estes Dr	NC 86	Seawell School Rd	2	2	0.71	Modernization	\$3,123,567	1	1	1
17.1	Estes Dr	Seawell School Rd	Greensboro Rd	2	2	0.93	Modernization	\$4,091,433	1	1	1
200	Eubanks Rd	Old NC 86	NC 86	2	2	2.64	Modernization	\$9,652,000	1	1	1
222	Eubanks Rd	Millhouse Rd	NC 86	2	4	0.80	Widening	\$7,735,728	1	1	1
201	Farrington Rd realignment	NC 54	Wendell Rd	0	2	0.85	New Location	\$6,631,409	1	0	1
23	Fayetteville Rd	Woodcroft Pkwy	Cornwallis Rd	2	4	2.31	Widening	\$21,314,000	1	1	1
24.11	Garrett Rd	NC 751	Old Durham Rd	2	2	2.10	Modernization	\$20,570,004	1	1	1
35	Homestead Rd	High School Rd	NC 86	2	2	1.70	Modernization	\$9,102,000	1	1	1
36	Homestead Rd	Old NC 86	High School Rd	2	2	1.47	Modernization	\$9,691,637	1	1	1
203	I-40/NC 54 interchange	I-40	NC 54	6	7	0.35	Interchange	(part of #69.1)	1	0	1
48	I-85	I-40	the Durham Co line	4	6	7.35	Widening	\$214,665,000	1	1	1
49	I-85	US 70	Red Mill Rd	4	6	3.50	Widening	\$102,515,000	1	1	1
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	2.77	Modernization	\$18,316,754	1	1	1
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	New Location	\$780,166	1	1	1
69.1	NC 54	I-40 Interchange	NC 751	2	4	3.91	Widening	\$115,400,000	1	1	1

**2040 MTP and CTP
Roadway Project List**

Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Proposed Improvement	Project Total Cost (2012 \$)	Mode rate	Transit	Highway
69.2	NC 54	NC 751	Fayetteville	2	4		Widening	(see #69.1)	1	1	1
69.3	NC 54	Fayetteville	Barbee	2	4		Widening	(see #69.1)	1	1	1
69.4	NC 54	Barbee	NC 55	2	4		Widening	(see #69.1)	1	1	1
70	NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	1.68	Widening	\$16,024,000	1	0	1
70.1	NC 54 superstreet (east)	Meadowmont Dr	Barbee Chapel Rd	6	6	0.20	Improvements	\$4,300,000	1	0	1
70.2	NC 54/Farrington Rd grade separation	Farrington Rd	NC 54	0	6	0.00	Improvements	\$6,500,000	1	0	1
73	NC 54/US 15-501 Bypass	NC 54	US 15-501	4	6	2.12	Widening	\$25,180,578	1	0	1
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	Widening	\$10,589,000	1	1	1
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	New Location	\$4,950,000	1	1	1
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	New Location	\$4,680,995	1	1	1
92	Roxboro Rd (501N)	Duke St	Goodwin Rd	4	6	2.65	Widening	\$28,480,000	1	1	1
94	Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	1.10	New Location	\$20,489,000	1	1	1
102	SW Durham Dr	Meadowmont Dr	I-40	0	2	1.55	New Location	\$20,000,000	1	0	1
106	SW Durham Dr	15-501	Mt Moriah Rd	0	2	0.35	New Location	\$3,922,805	1	1	1
116	US 70	Lynn Rd (Durham Co.)	Aviation Pkwy Ext (Wake Co)	4	6	4.11	Widening	\$237,400,000	1	1	1
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	New Location	\$2,504,002	1	1	1
204	US 15-501/NC 54 Interchange	US 15-501	NC 54	4	4	0.30	Improvements	\$17,300,000	1	0	1
								\$975,057,608			
2040 MTP											
5	Alston Ave Ext	Holloway St	Old Oxford/Roxboro	0	2	3.50	New Location	\$27,305,801	1	0	1
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	Widening	\$18,426,000	1	0	1
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	2.18	New Location	\$17,007,613	1	0	1
45	I-40 HOV	Wake County Line	NC 54	0	2	10.63	New Location	\$631,410,442	1	0	1
53	Leesville Rd Ext	Northern Parkway	US 70/Page Rd Ext	0	4	0.81	New Location	\$6,319,343	1	0	1
64.13	NC 147 General purpose widening	East End Conn	I-40	4	6	4.78	Widening	\$44,500,000	1	0	1
70.3	NC 54 superstreet (west)	Burning Tree	Meadowmont Dr	6	6	0.55	Improvements	\$4,900,000	1	0	1
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	Widening	\$11,915,000	1	0	1
77.3	NC 751	Renaissance Pkwy	Fayetteville/Scott King Rd	2	4	1.94	Widening	\$17,393,000	1	0	1
81.1	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	2	4	5.94	Widening	\$57,437,780	1	0	1
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	New Location	\$71,731,296	1	0	1
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	New Location	\$66,693,606	1	0	1
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	5.38	New Location	\$35,068,780	1	0	1
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	Widening	\$7,735,728	1	0	1
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	Widening	\$16,438,422	1	0	1
89	Olive Branch Rd Ext	NC 98	Wake County Line	0	2	2.22	New Location	\$17,319,680	1	0	1

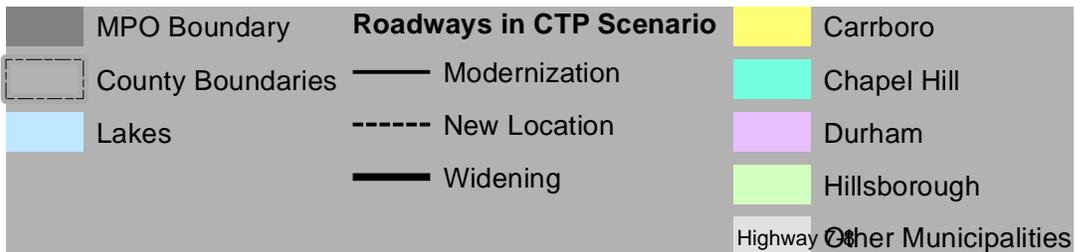
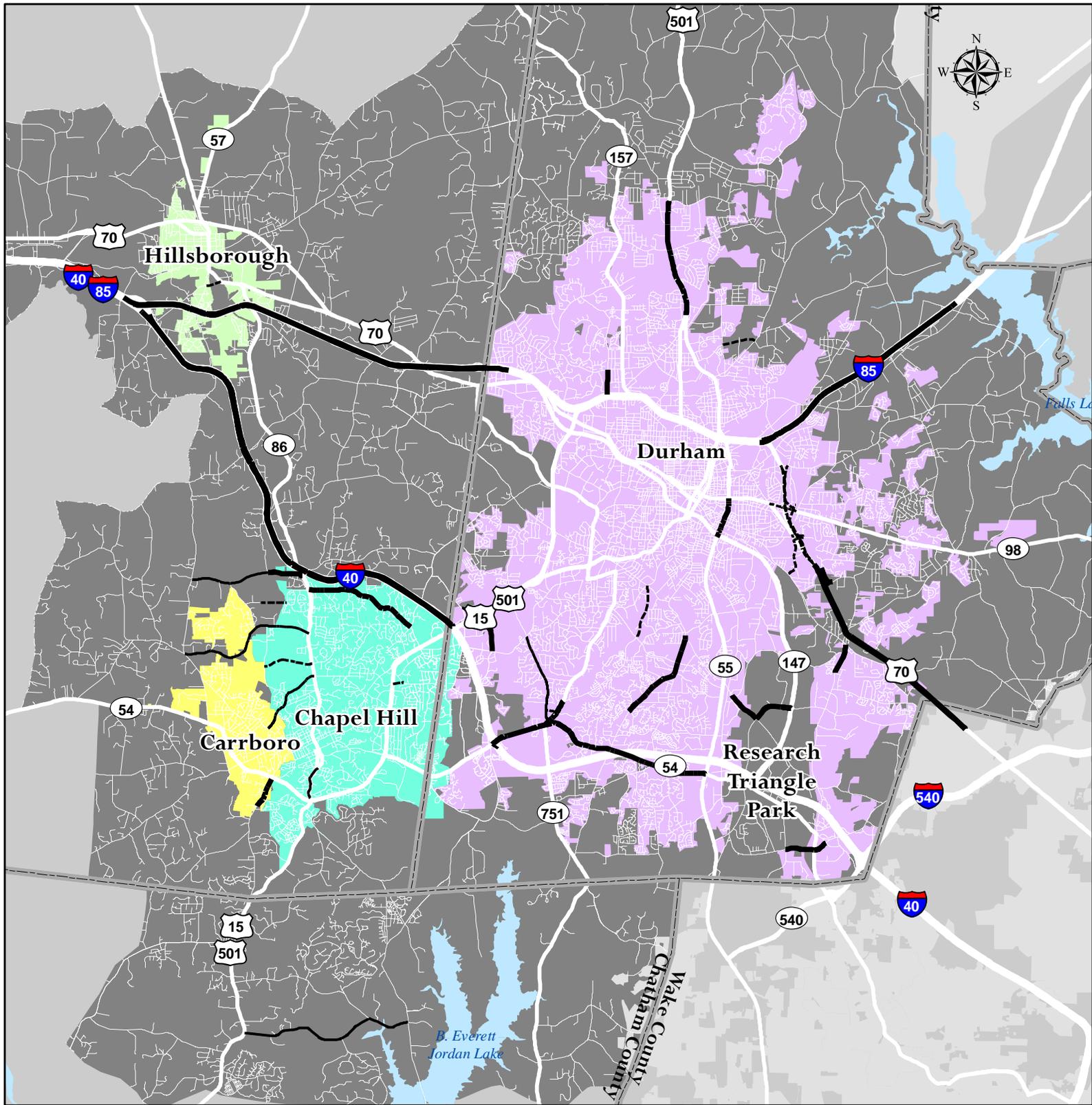
**2040 MTP and CTP
Roadway Project List**

Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Proposed Improvement	Project Total Cost (2012 \$)	Mode rate	Transit	Highway
106.1	SW Durham Dr	15-501	Mt Moriah Rd	2	4	0.35	Widening	\$3,922,805	1	1	1
104	SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	2	4	0.62	Widening	\$5,995,189	1	1	1
113	US 15-501 (Freeway conversion)	US 15-501 Bypass	I-40	6	6	2.39	Improvements	\$138,677,000	1	0	1
114	US 15-501 Bypass	Pickett Rd	Morreene Rd	4	6	2.69	Widening	\$33,696,567	1	0	1
								\$1,233,894,054			
Comprehensive Transportation Plan											
2.1	Alexander Dr	NC 147	Miami Blvd	4	6	0.70	Widening	\$11,531,075	0	0	1
4	Alexander Dr	NC 54	Cornwallis Rd	2	4	1.89	Widening	\$32,389,388	0	0	1
5.3	Barbee Chapel Rd	NC 54	Farrington Mill Rd	2	4	1.60	Widening	\$13,750,642	0	0	1
8.2	Carpenter Fletcher	Woodcroft Pewit Ext	NC 55	2	4	0.60	Widening	\$5,156,491	0	0	1
13.11	Cornwallis Rd Ext	Miami Blvd	Chin Page Rd	0	2	0.54	New Location	\$4,212,895	0	0	1
14.1	Duke St (North)	I-85	N Roxboro split	4	6	2.30	Widening	\$37,887,819	0	0	1
205	Erwin Rd	NC 751	US 15-501	2	2	5.66	Modernization	\$22,977,000	0	0	1
19	Farrington Mill Rd	Jack Bennett Rd	Durham Co line	2	2	2.42	Modernization	\$6,753,425	0	0	1
20	Farrington Mill Rd	Barbee Chapel Rd	Chatham Co line	2	2	2.04	Modernization	\$5,684,339	0	0	1
21	Farrington Rd	Barbee Chapel Rd	Stagecoach Rd	2	4	0.40	Widening	\$1,120,891	0	0	1
24.12	Garrett Rd	Old Durham Rd	US 15-501	2	2	1.00	Modernization	\$20,570,004	0	0	1
27	Glover Rd	Glover Rd/NC 147 interchange	Angier	2	4	0.64	Widening	\$18,289,000	0	0	1
28.11	Glover Rd	Angier	US 70	0	2	0.59	New Location	\$4,602,978	0	0	1
31	Hillandale Rd	Carver	Horton Rd	2	4	1.74	Widening	\$16,825,208	0	0	1
39	Horton Rd	Duke St	Hillandale Rd	2	2	1.90	Modernization	\$18,372,354	0	0	1
41	I-40/Farrington Rd interchange	I-40	Farrington Interchange	0	0	0.20	New Location	\$28,700,475	0	0	1
45.2	I-40 HOV/HOT	NC 54	US 15-501	6	8	2.70	New Location	\$40,500,000	0	0	1
45.3	I-40 HOV/HOT	US 15-501	NC 86	6	8	4.20	New Location	\$63,000,000	0	0	1
49.1	I-85 HOV/HOT	US 70	Red Mill Rd	6	8	5.68	Widening	\$232,183,373	0	0	1
49.2	I-85	Red Mill Rd	Durham/Granville county lin	6	8	1.20	Widening	\$49,051,844	0	0	1
206	I-85/US 70 Connector	I-85 (Interchange improvement)	US 70	4	4	0.41	TSM	\$2,446,000	0	0	1
52	Latta Rd	Guess Rd	Roxboro Rd	2	2	1.20	Modernization	\$11,603,592	0	0	1
57	Lynn Rd Ext	US 70	Existing Lynn Rd	0	2	1.09	New Location	\$8,503,807	0	0	1
207	Lystra Rd	US 15-501	Jack Bennet Rd	2	2	4.55	Modernization	\$10,300,000	0	0	1
58	Mason Farm Rd Realignment	Near S Columbia St		2	2	1.10	New Location	\$17,186,404	0	0	1
60	Midland Terrace	NC 98	Geer St	0	2	1.80	New Location	\$14,042,984	0	0	1
61	Midland Terrace	Dearborn	Old Oxford Rd/Hamlin Junc	0	2	0.95	New Location	\$7,411,575	0	0	1
63	MLK Pkwy (NC 55 interchange)	NC 55	Cornwallis Rd connector	0	4	0.49	New Location	\$30,267,000	0	0	1
64.11	NC 147 General purpose widening	Alston Ave	East End Connector	4	6	1.84	Widening	\$28,698,063	0	0	1

**2040 MTP and CTP
Roadway Project List**

Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Proposed Improvement	Project Total Cost (2012 \$)	Mode rate	Transit	High way
64	NC 147 HOV/HOT	Alston Ave	East End Connector	4	6	1.84	Widening	\$75,214,332	0	0	1
65	NC 147 HOV/HOT	East End Conn	I-40	0	2	4.78	Widening	\$195,393,754	0	0	1
208	NC 54/Barbee Chapel Rd intercha	NC 54	Barbee Chapel Rd	0	2	0.20	Interchange	\$9,200,000	0	0	1
209	NC 54/Falconbridge interchange	NC 54	Falconbridge Rd	0	4	0.20	Interchange	\$9,800,000	0	0	1
76	NC 751	US 64 (MAB)	Durham Co. line	2	4	7.00	Widening	\$42,550,690	0	0	1
78	NC 751	O'Kelly Chapel Rd	Fayetteville/Scott King Rd	2	4	0.74	Widening	\$6,359,672	0	0	1
80	NC 86	Old NC 10	US 70 Business	2	4	0.90	Widening	\$11,025,250	0	0	1
81	NC 86	US 70 Bypass	NC 57	2	4	0.42	Widening	\$3,267,000	0	0	1
85.2	O'Kelly Chapel Rd	NC 751	Wake Co. line	2	2	2.90	Modernization	\$11,460,314	0	0	1
88	Old Oxford Rd	Roxboro Rd	Northern Durham Parkway	2	4	2.51	Widening	\$24,270,847	0	0	1
90	Page Rd	I-40	Page Rd Ext	2	4	3.27	Widening	\$31,619,788	0	0	1
91	Riddle Rd Ext	Ellis Rd	NC 147	0	2	0.49	New Location	\$3,822,812	0	0	1
94.1	Roxboro St South	Summit	E. Lakewood	2	2	1.50	Modernization	\$12,891,227	0	0	1
95.11	Scott King Rd	Grandale Dr	Hopson Rd	0	2	1.30	New Location	\$10,142,155	0	0	1
210	Seawell School Rd	Estes Dr	Homestead Rd	2	2	1.91	Modernization	\$7,548,000	0	0	1
96.1	Sherron Rd	US 70	NC 98	2	4	2.83	Widening	\$27,365,138	0	0	1
101	Stagecoach Rd	Farrington Mill Rd	NC 751	2	4	1.96	Widening	\$18,070,177	0	0	1
107.1	T. W. Alexander Dr	Miami Blvd	US 70	4	6	3.40	Widening	\$39,771,235	0	0	1
211	US 15-501 Superstreet	Sage Rd	E Lakeview Dr	4	4	0.65	TSM	\$2,178,000	0	0	1
212	US 15-501/Manning Interchange	Manning Dr	Manning Dr	4	4	0.20	TSM	\$35,335,000	0	0	1
117	US 70 Bypass	NC 86	I-85 (exit 170)	2	4	7.80	Widening	\$21,857,378	0	0	1
120	Western Bypass	US 70	NC 86	0	2	2.60	New Location	\$14,300,897	0	0	1
121	Western Bypass	NC 86	Stroud Creek Rd	0	2	0.30	New Location	\$1,650,103	0	0	1
123	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	2	4	0.27	Widening	\$2,320,421	0	0	1
								\$1,381,432,816			

Durham Chapel Hill Carrboro Metropolitan Planning Organization Roadway Improvements in Transit Intensive Network



2040 MTP and CTP Alternatives Description -- Transit

Transit in Alternatives

A different set of transit service is assumed in each transportation network:

Highway Intensive

- Current bus transit
- No bus transit improvements from the county plans (e.g., based on ½ cent sales tax)
- No rail transit

Transit Intensive

- Current bus transit
- Bus transit improvements in county plans (based on ½ cent sales tax)
- Light rail between Durham and Wake counties (in place of regional rail from the Locally Preferred Alternative)
- Light rail and regional rail extensions in Orange County
- CRT addition between Cary and western RTP
- Five Bus Rapid Transit (BRT) projects in Chapel Hill

Moderate – This includes most of the highway projects in the current 2035 LRTP.

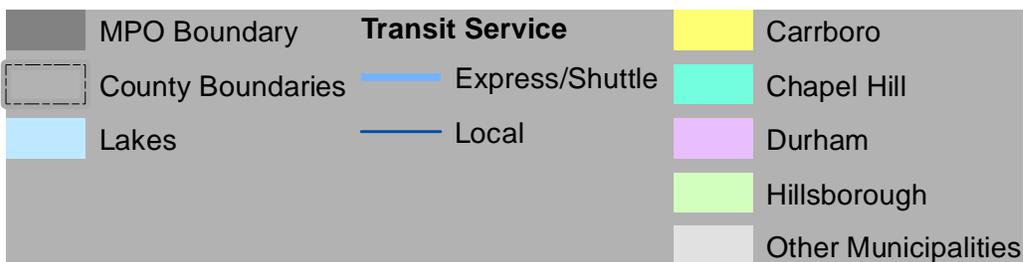
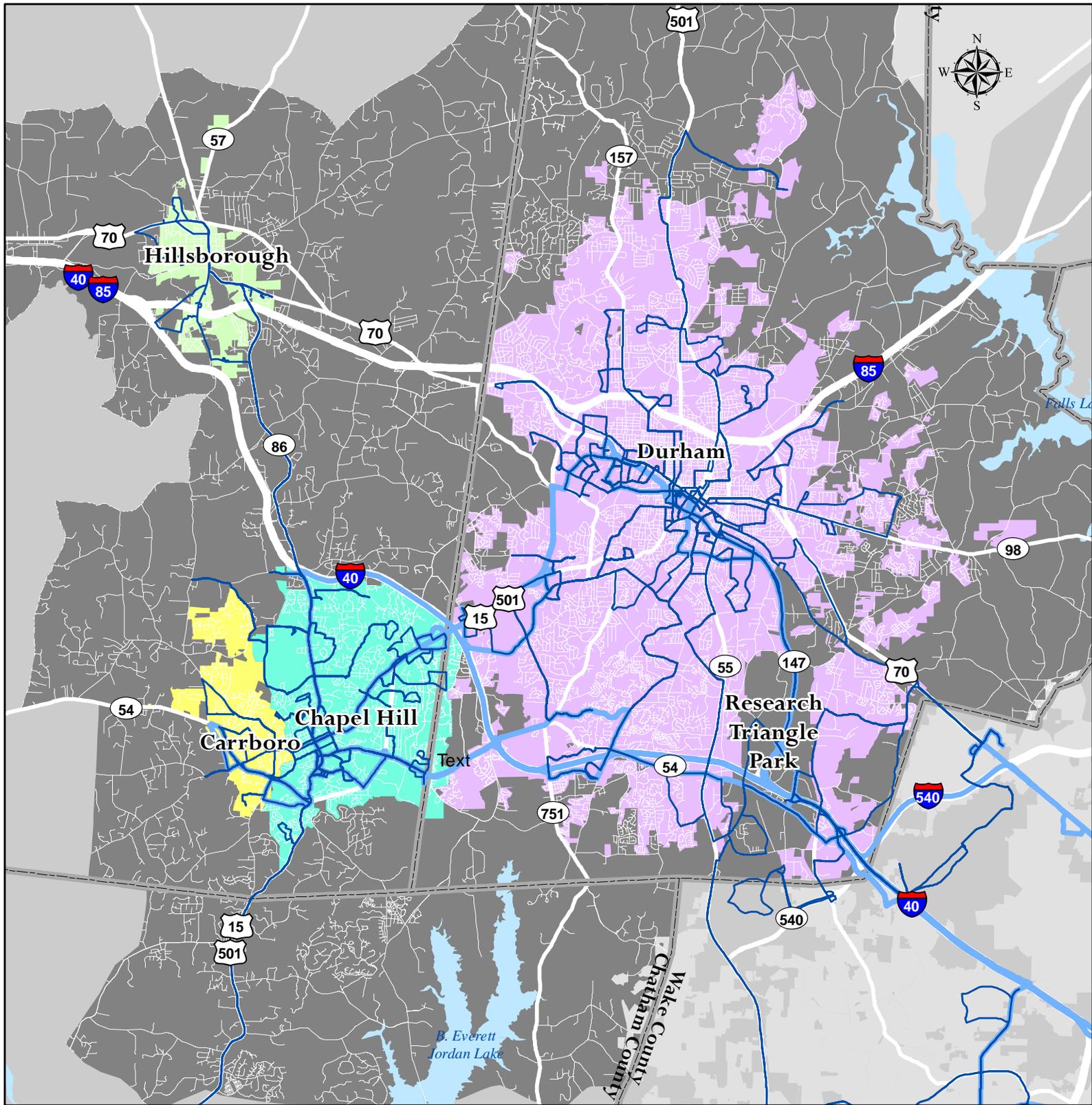
- Current bus transit
- Bus transit improvements in county plans (based on ½ cent sales tax)
- Light rail and regional rail (based on Locally Preferred Alternative)
- MLK Blvd Bus Rapid Transit (BRT) in Chapel Hill

Presentation of Transit Service

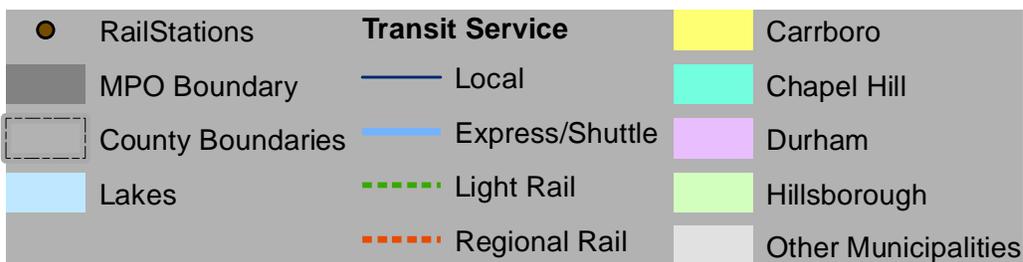
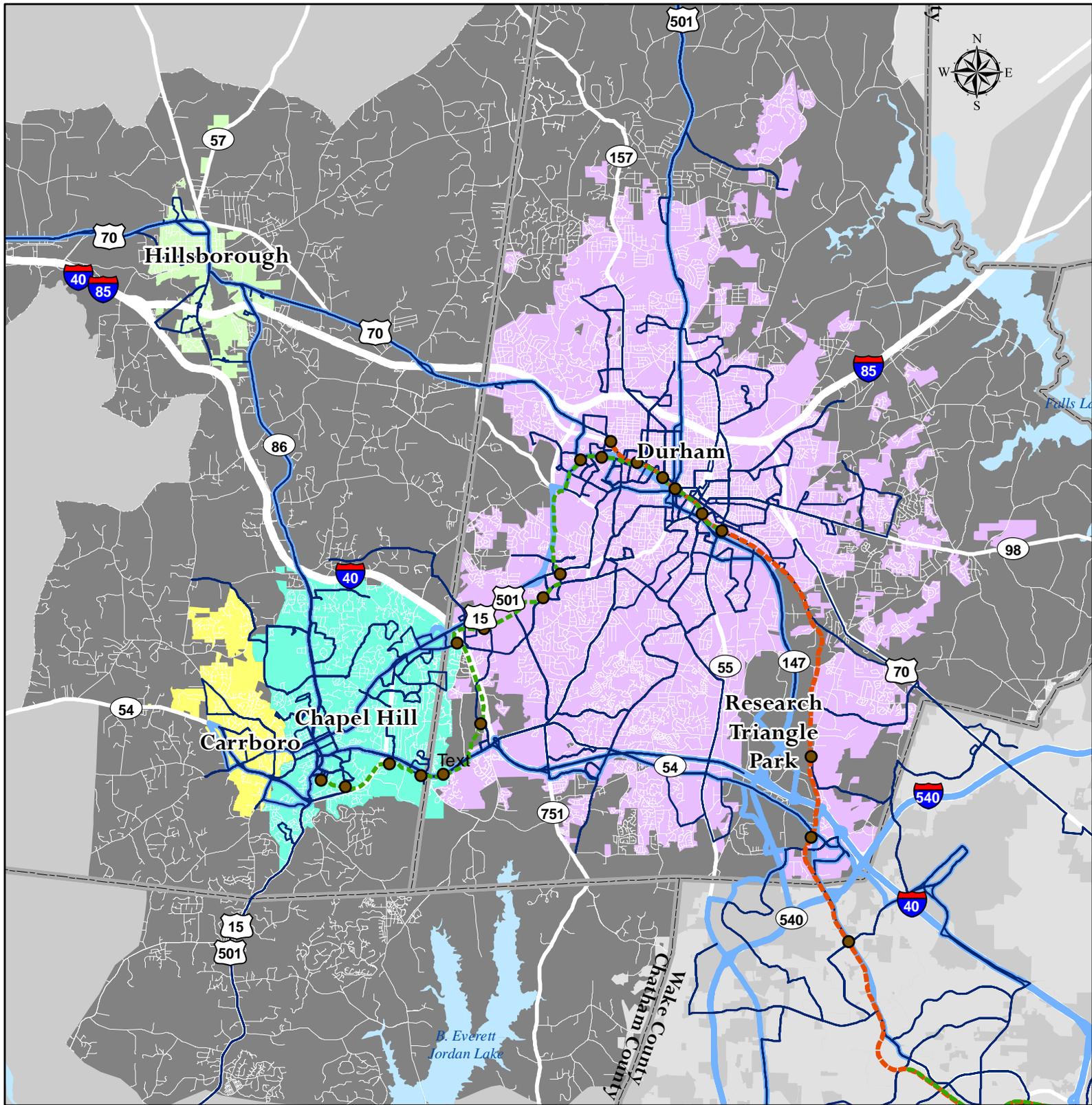
This section presents a table of transit services and indicates in which Alternative the service is included. A series of maps shows the service coverage areas.

Note – The transit services tables and the map for the Transit Intensive Alternative will be posted by 8/24/12.

Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Highway Intensive Network



Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Moderate Network



**ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: October 2, 2012**

**Action Agenda
Item No. 7-e**

SUBJECT: Transit Interlocal Implementation Agreement

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

1. Draft Bus and Rail Investment Plan
2. Draft Interlocal Implementation Agreement

INFORMATION CONTACT:

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 Frank Clifton, Orange Co. Manager, 919-245-2300
 Craig Benedict, Planning Director, 919-245-2575
 Mark Ahrendsen, Durham Trans. Dir. 919-560-4366

PURPOSE: To consider adopting the Orange County Bus and Rail Investment Plan (OCBRIP) and associated Interlocal Implementation Agreement.

BACKGROUND: Orange, Durham and Wake counties were given the authority to impose a one-half (½) cent sales tax for public transit in July 2009. As a pre-requisite to a referendum, (scheduled in Orange County for November 6, 2012) the local county must approve an 'Orange County Bus and Rail Investment Plan (OCBRIP)' (Attachment 1) that describes how possible monies would be spent. Orange County approved the OCBRIP in June of this year.

As a corollary, the BOCC also requested the development of a more operational and explanatory agreement to be known as an Interlocal Implementation Agreement to provide aspects such as:

1. Parties to the Agreement and respective roles,
2. Reference to 'Levy of Transit Sales Tax Agreement',
3. Orange County/Durham County Cost Share Agreement related to rail and bus,
4. Progress Reports,
5. Distribution of funds for bus services,
6. Bus service documentation,
7. Non-Supplantation Language
8. a. Creation of a Transit Staff Working Group (SWG) to monitor plan progress,
b. Invitation of other stakeholders as necessary
9. Evaluation of LRT New Starts Application and development of Alternate OCBRIP if necessary,
10. Amendments to the OCBRIP,
11. Thresholds of material change to the OCBRIP in terms of:

- a. Revenues
 - b. Operating and Capital costs
 - c. Bus Services
 - d. Funding levels to transit providers
12. Material changes in writing and approved by managers or other,
 13. Term of Agreement.

At its meeting on September 18, 2012, the BOCC provided staff with its final direction and requested that staff meet to discuss associated revisions and return meeting with a final draft for consideration.

Triangle Transit staff, specifically General Counsel Wib Gulley, have provided a draft of this agreement (Attachment 2) that has been reviewed and commented upon by all staff contacts provided at the beginning of this abstract. The most significant additions include adding the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization as a "Party" to the Agreement and use of a portion of Plan funds to support existing bus services.

Item number 7 of the draft Agreement continues to be the area of greatest contention with Chapel Hill Transit. County Manager Frank Clifton and Town of Chapel Hill Manager Roger Stancil discussed the proposed language for that particular area of the Agreement. The Town prefers to designate the ½ cent local sales tax proceeds open for use in support of inflationary costs for existing Chapel Hill Transit operations. Generally, County, TTA and MPO staff believe that proposal contrary to the intent of the legislation and supplantation in concept.

As framed, Item 7 within the draft implementation agreement does provide funding to support local transit operations by allocating the \$7 local vehicle registration fee which is not prohibited by the legislation.

For additional information on the Orange County Transit Plan and ½-Cent Sales Tax Transit Referendum: http://www.co.orange.nc.us/planning/TransitPlan_TaxRef.asp

FINANCIAL IMPACT: None at this time.

RECOMMENDATION(S): The Manager recommends the Board:

1. Approve the Bus and Rail Investment Plan and Interlocal Implementation Agreement; and
2. Authorize the Chair to sign on behalf of Orange County.

The DRAFT Bus and Rail Investment Plan in Orange County



The Bus and Rail Investment Plan in Orange County

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The Bus and Rail Investment Plan in Orange County

I. INTRODUCTION

Orange County has achieved an enviable quality of life at the end of the first decade of the 21st century. Recent accolades include its ranking as the one of the best place to live by *Money Magazine*, July 2010, one of the best places to start a business by *Entrepreneur Magazine*, August 2009 and one of the best places in the nation to raise children by *Business Week*, December 2010. Orange County is nationally known for its excellent public education systems. Two districts serve the residents of Orange County: The Chapel Hill-Carrboro City School System and the Orange County School System. The University of North Carolina at Chapel Hill consistently ranks among the great institutions of higher education in the nation, most recently honored by *US News & World Report*.

With these successes comes growth in population and increased pressure on our roads and highways. Since 2004, the Triangle has moved from 46th largest metro area in the nation to 40th in 2009, and our vehicle demand on freeways is up by 28% over those five years. Recently, our region was named the 3rd most sprawling urban area in the country among the 83 areas studied.

In 2009, the Joint Long Range Transportation Plan for 2035, by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) noted that the region's population would more than double over the 25-year period. For the last two decades, the demand on our roads has grown significantly faster than our population. Even with planned highway improvements and likely additional revenues for new roads, it is clear that Orange County and the region will see declining levels of service on major roads in the next 25 years. Orange County population grew by 1.6% a year since 2000 and is projected to grow from the countywide 2010 census of 133,801 to approximately 173,000 by 2030.

The economic costs for increasingly congested roads are significant. In its 2010 Annual Urban Mobility Report, the Texas Transportation Institute estimated that our region has "congestion costs" of almost one-half billion dollars a year. Recently, a May 10, 2011 study cited in *Forbes* magazine found that the Triangle was the urban region in the nation that is most vulnerable to rising gasoline prices. Enhanced transportation options need to be created to ensure that Orange County's residents of all income levels have access to job centers and commerce.

Orange County residents and their regional neighbors are aware of the growth in clogged roads, as well as the accompanying air quality problems, negative economic impacts and the loss of the quality of life we enjoy if these transportation challenges are not met. Local citizens and elected leaders have responded to these challenges, with some assistance from state government, as described in this investment plan.

II. TRANSIT PLANNING STEPS LEADING UP TO THIS PLAN

Beginning in 2007, a blue-ribbon group of Triangle leaders (the Special Transit Advisory Commission, or STAC) met for over a year and in 2008 unanimously recommended a regional vision for bus and rail investments. One year later, the region's two Metropolitan Planning Organizations (MPOs) fully incorporated the STAC recommendations into a long-range (25-year) transportation plan.

In August 2009, Governor Beverly Perdue signed into law the Congestion Relief and Intermodal Transport Fund Act (HB 148), legislation that allows Orange, Durham and Wake counties to generate new revenues for public transportation. These new revenues can include a one-half cent sales tax, if approved by the public through a referendum, as well as an additional \$10 in local and regional vehicle registration fees.

Over the last two years, Triangle Transit staff has worked with municipal, Orange County, the MPO and other regional transportation staff to develop a detailed, 25-year plan for new bus and rail investments designed to provide greater transportation options for residents and employers. These investments would positively impact traffic congestion and air quality, and support local land use policies. This plan is the culmination of that collaboration and proposes crucial public investments and services to maintain our quality of life and economic vitality for the next 25 years.

Extensive public engagement has occurred over the two years in the development of the bus and rail elements of this plan. In 2010 and 2011 Triangle Transit and local transportation staff members from municipalities, counties and MPOs conducted a series of 19 public workshops, at various locations throughout the Triangle, on the process and substance of the plan's development. A total of over 1,100 participants attended the meetings and they provided over 500 comments on the plan. Since that time, the project Web site, www.ourtransitfuture.com, was viewed by over 73,000 unique individuals. The Web site houses all of the presentation materials and proposed plan elements.

Additionally, the DCHC MPO held five public workshops to receive input on the proposed plan in 2011. In spring 2012, the Orange County Board of Commissioners held two public hearings and two public workshops to provide opportunities for the public to ask questions and provide feedback on the proposed plan.

There have been dozens of meetings with citizens, local elected officials, staff and members of the region's MPOs, community stakeholders and business leaders, allowing extensive feedback on the proposed bus and rail elements of the plan. The financial and service elements of this plan are coordinated with the adopted Durham County Bus and Rail Investment Plan. Additionally, this bus and rail investment plan builds on existing transit services and therefore does not eliminate or reduce the current financial and service commitments.

III. PLAN ELEMENTS

A. Public Transit Providers

The Triangle has a number of public transit providers that have been involved in the development of this plan and will have responsibility to implement the recommendations of the plan upon its approval. Below is a brief description of the transit agencies:

Chapel Hill Transit is a multijurisdictional agency formed by a partnership of the Towns of Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. Chapel Hill Transit is responsible for regular and express route and demand response service in the Chapel Hill, Carrboro, and University area. Chapel Hill Transit also provides regional express bus service, in cooperation with Triangle Transit to Hillsborough.

Orange County Public Transportation is a county agency that provides community transportation in unincorporated Orange County consisting of demand response service and circulator service within Hillsborough in cooperation with the Town of Hillsborough. Orange County Public Transportation is responsible for providing transportation services to all residents of unincorporated Orange County, the Town of Hillsborough and a portion of the City of Mebane with destinations within and beyond Orange County's borders.

Triangle Transit is a regional transit agency serving Wake, Durham and Orange counties. Triangle Transit is responsible for providing regional commuter express and demand response service connecting Wake, Durham and Orange counties

B. New Bus Service

Representatives from Orange County, Chapel Hill, Carrboro, Hillsborough, The University of North Carolina at Chapel Hill, and Triangle Transit have worked collaboratively to develop a comprehensive bus service improvement plan that supports the effort to improve public transit in Orange County. The group identified a range of services that would address county-wide transit service needs. Identified services were ranked and prioritized based on a set of goals and strategies.

Goals include:

- Improve overall mobility and transportation options in the region
- Provide geographic equity
- Support improved capital facilities
- Support transit supportive land use
- Provide positive impact on air quality

Strategies to accomplish these goals include:

- Improve connectivity
- Increase frequency in peak hours
- Improve weekend, night services (off peak)

- Enhance existing service
- Maintain existing services
- Maintain level of local funding at no less than the August 1, 2009 spending level

Over the course of the plan, a new half-cent sales tax would enable delivery of a total of 40,950 additional bus hours in Orange County. By comparison, Chapel Hill Transit currently provides 190,000 annual bus hours and Orange Public Transportation provides approximately 13,000 annual bus hours. The projects will provide benefits to all areas of the county by enhancing urban and rural transit services.

Bus improvement projects were classified by type of service:

- Local bus service - service operating within Orange County boundaries
- Rural or Non-urban service- new or supplemented bus service in northern and western portions of the County.
- Regional service - service operating in more than one county or between separate urban areas. Note: Costs and expenses for regional bus services traveling between Durham and Orange counties are shared on a 50-50 basis by Durham and Orange counties in this Plan.

First Five Years following successful sales tax referendum

An investment that equals about 34,650 bus service hours will be provided during the first five years. Improvements will include:

Improve connectivity

- New regional service connecting Carrboro, Chapel Hill, and Durham
- New regional express service connecting Mebane, Hillsborough and Durham

Increase frequency in peak hours

- Enhanced services in the US 15/501 corridor between Durham and Chapel Hill for Chapel Hill Transit, Triangle Transit, and DATA
- Improvements in the NC 54 corridor transit service
- Increased peak hour service on Triangle Transit Route 800 between Research Triangle Park and Chapel Hill
- Increased peak hour service on Triangle Transit Route 420 between Hillsborough and Chapel Hill

Improve weekend, night services (off peak)

- New Saturday service on the in-town Hillsborough circulator
- Expanded local Saturday service in Chapel Hill, Carrboro and UNC
- Expanded regional Saturday service on existing Triangle Transit Route 405 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- Expanded regional Sunday service on existing Triangle Transit Route 405 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- New local Sunday service in Chapel Hill, Carrboro and UNC
- Expanded local evening service in Chapel Hill, Carrboro and UNC

Bus Service Enhancements

- Enhanced rural transit service in unincorporated Orange County

Maintain existing services consistent with state law

- Revenues from the County vehicle registration fee of \$7.00 as identified in the plan (see page 21) will be used to support existing bus service
 - Continue weekday hourly service on the in-town Hillsborough circulator
- ❖ Routes provided by Chapel Hill Transit, may or may not, be included in the plan. Chapel Hill Transit and its partners will determine which of the improvements will be included after further public involvement and analysis.

Year six and beyond following successful sales tax referendum

An additional 6,300 new bus service hours will be provided between year six of the plan implementation through the end of the program (year 2035) bringing the total to 40,950 total new bus hours.

Improvements include:

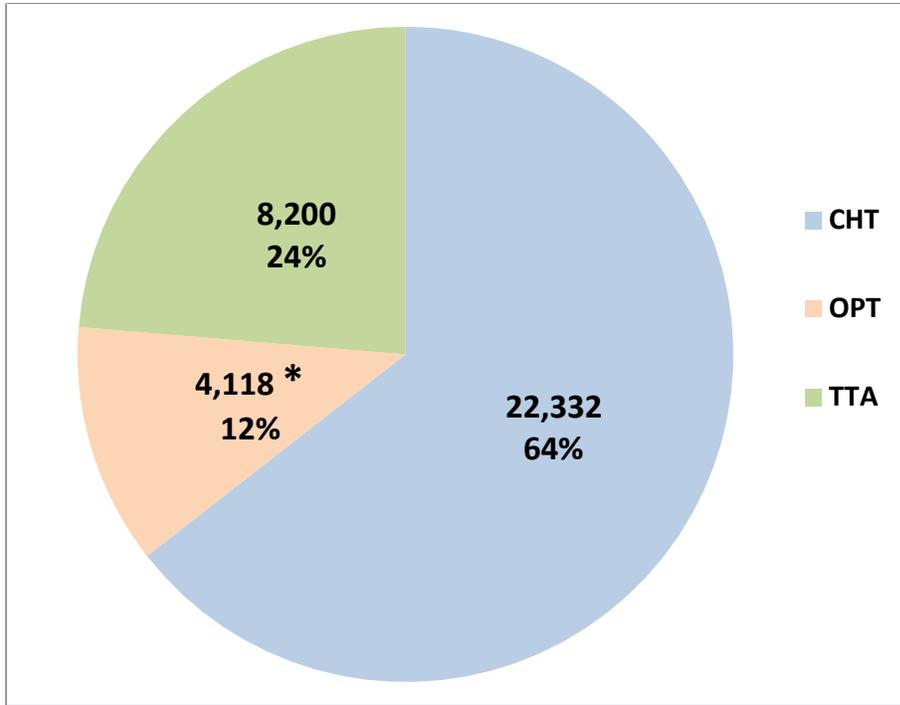
Increase frequency in peak hours

- Increased peak hour service on Pittsboro – Chapel Hill Express
- Increased peak hour service on the existing Triangle Transit Route 800 between Research Triangle Park and Chapel Hill
- Increased peak hour service in Chapel Hill, Carrboro and UNC

Service Enhancements

- Continued enhancements to rural transit service in unincorporated Orange County

The following chart depicts how revenue will be appropriated initially to the various transit providers – Chapel Hill Transit, Orange Public Transit, and Triangle Transit.



Provider	Hours	% Share of Revenue
CHT	22,332	64%
OPT	4,118 *	12%
TTA	8,200	24%
Total	34,650	100%

Operating Cost for TT/ CHT is \$97/hr; OPT cost is \$58/hr

***The above chart uses a blended formula for operating costs. Since operating cost for OPT are currently \$58/ hr, the 4,118 hours will result in 6,887 hours at that \$58/hr rate.**

❖ See Appendix for more detailed information about specific bus routes and proposals

C. New Bus Capital Investments

- Park and Ride lots
- Bus shelters in both rural and urban areas of the County
- Real-time passenger information signs and technology
- Bus stop access improvements such as sidewalks

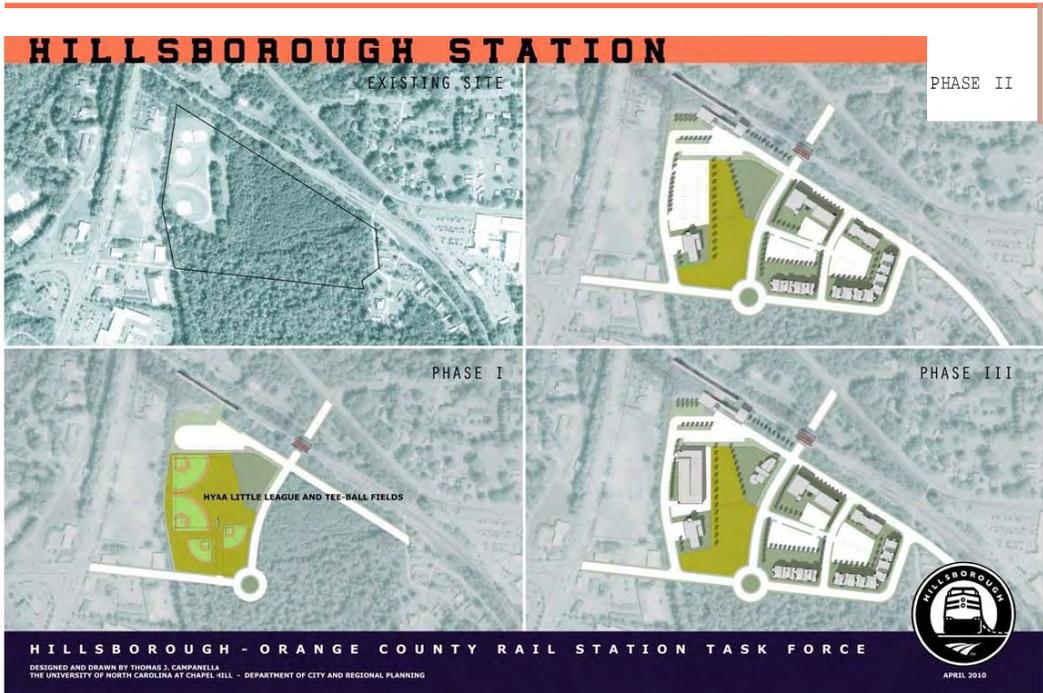
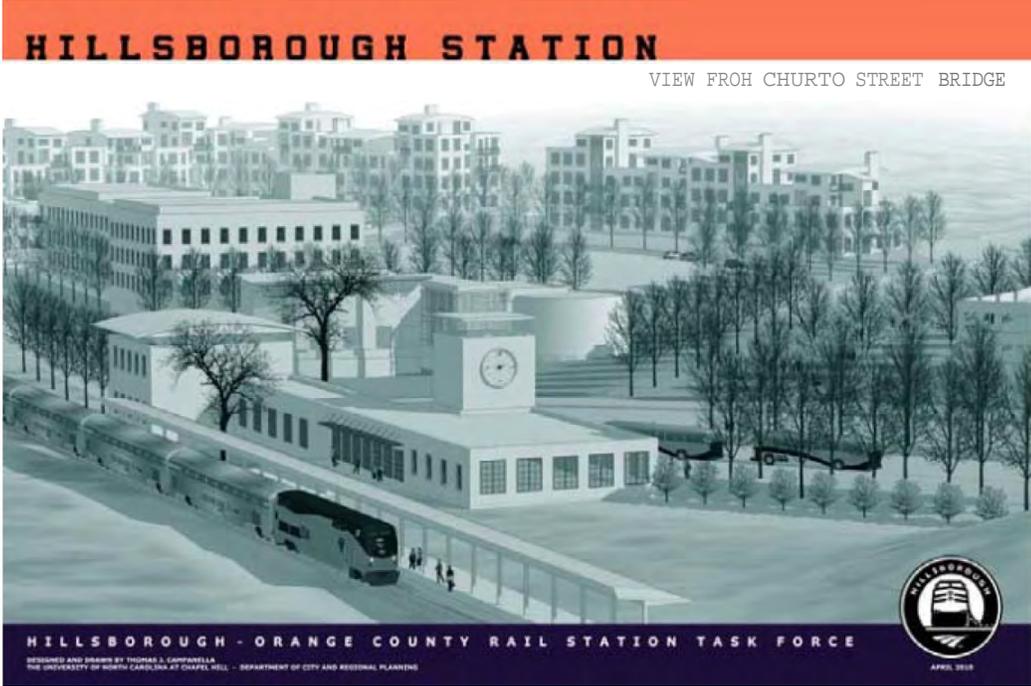
❖ For financial information about these proposed investments please see the Appendix.

D. Hillsborough Amtrak Station

The plan will provide local funding to support the creation of a passenger rail station in the Town of Hillsborough.

The Rail Station Small Area Plan is a conceptual site and land use plan for the 20-acre tract of land owned by the Town located off of Orange Grove Street. The proposed land uses include a rail station building with space for municipal meetings and a police station; a fire station, and space for a civic arts center. On the eastern portion of the site, high-density commercial and residential land uses are suggested. Phasing options have been considered as well. In addition to the conceptual site plan for the Hillsborough tract, a general transportation network and set of land uses is proposed for the adjacent Collins property.

❖ For financial information about this proposed investment please see the Appendix.



E. New Light Rail Service

The Orange County Bus and Rail Investment plan provides funding for a fixed guideway transit system that would connect Durham and Orange counties using Light Rail technology (LRT). The 17.3-mile alignment extends from the University of North Carolina (UNC) Hospitals to Alston Avenue/NCCU in East Durham. A total of 17 stations have been proposed including a station at Mason Farm Road, Hamilton Road, the UNC Friday Center, as well as a potential station at Woodmont/Hillmont or Meadowmont in Chapel Hill. Stations in Durham include Patterson Place along US 15-501, the South Square area, at Duke Medical Center, Ninth Street, and downtown Durham, with convenient access to nearby bus and Amtrak intercity rail connections. Due to the light rail vehicle's capabilities and the requirements of the activity centers and neighborhoods being served along the corridor, light rail stations are routinely spaced between ¼ mile and 2 miles apart.

Light Rail vehicles are electrically powered and travel at speeds up to 55 mph. The total travel time for the 17.3-mile alignment is about 35 minutes, including stops. The vehicles are approximately 90 feet long and can operate in both directions. Additional cars can be added as the demand increases. Recent 2035 projections indicate that ridership will exceed approximately 14,000 boardings per day. These projections are subject to change as the demand model is refined and as development, population and employment changes are recognized.

Light rail vehicles can operate in exclusive right of way, as well as along urban streets, and characteristically serve accessible low platforms (14 inches high) at each station. The operations plan for the 17.3-mile alignment includes train frequencies (headways/ e.g. time between each train) of 10 minutes during the morning and evening peak and 20 minutes during the off-peak hours and on weekends. Vehicles will operate on an 18-hour schedule each weekday. Several potential light rail vehicle maintenance facility locations are being evaluated. Detailed alignment and station location decisions will be made at the end of Preliminary Engineering.

The total capital cost for the Durham and Orange Light Rail Project is approximately \$1.378 billion (2011 dollars). Orange County's share is \$316.2 million in 2011 dollars, which is the same as \$418.3 million in Year-Of-Expenditure (YOE) dollars. Operations and Maintenance costs are estimated at \$14.44 million/year (2011 dollars). Orange County's share of the Operations and Maintenance costs are \$3.46 million/year (2011 dollars). For Orange County's share of the capital cost of the Light Rail project the total cost allocation is Orange County 25%, and an assumed State participation of 25% and Federal Participation of 50%.

Cost estimates for the light rail project have been developed with multiple conservative assumptions. Included in the \$1.378 billion total project cost are the following contingencies:

- 30% contingency on all civil engineering construction costs (stations, sitework, track, yard & shop)
- 20% contingency on systems (signals, electricity, communications)

- 10% contingency on vehicles
- Additional contingency on all soft costs (Design/Architectural/Engineering)

Beyond these line-item specific contingencies, there are also two general contingency line items, one that is equal to 5% of construction cost and another that is equal to 5% of the entire project cost.

For financial information about this proposed investment please see the Appendix.

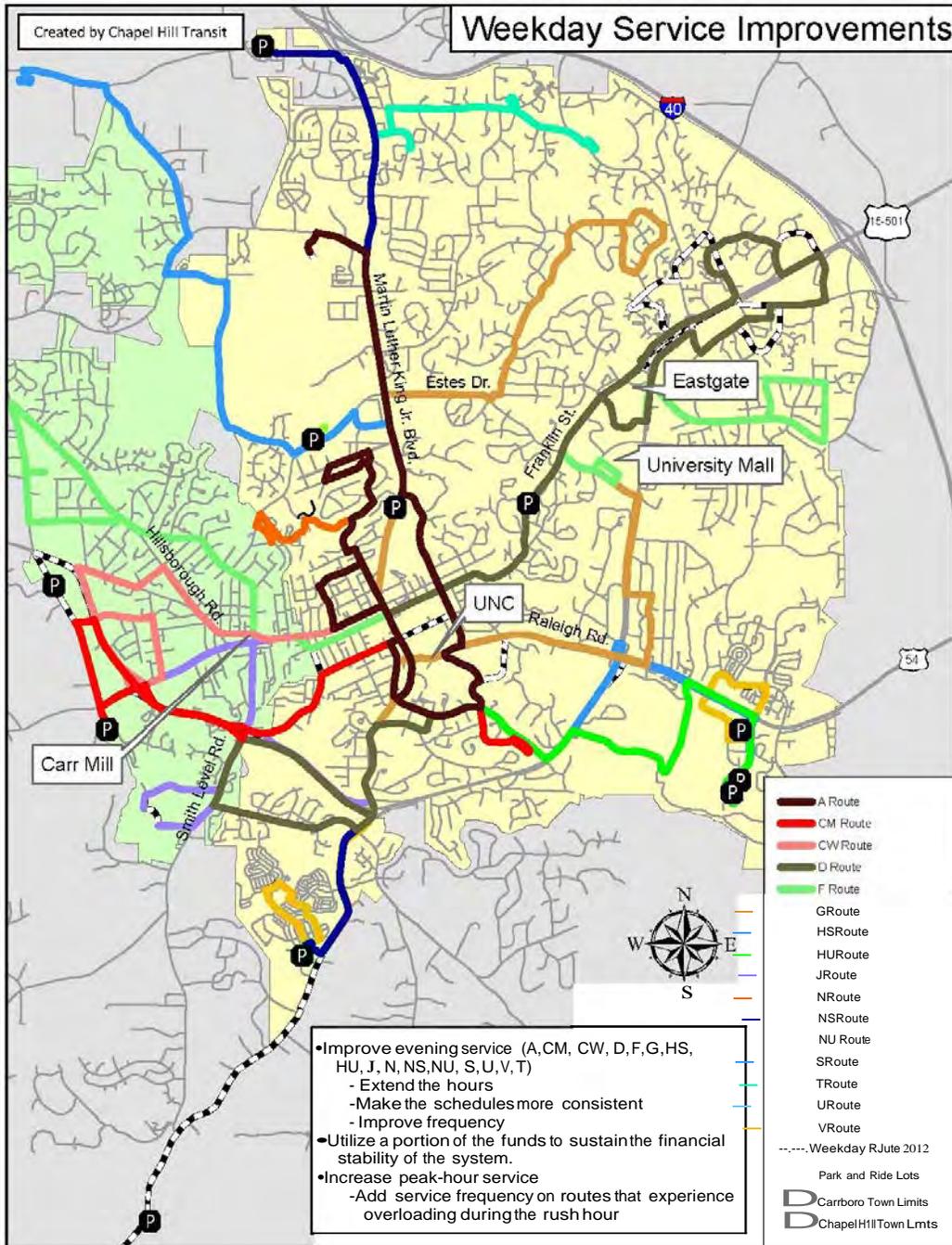
F. Martin Luther King Boulevard Bus Lanes and Corridor Improvements

This investment provides for corridor improvements for buses on Martin Luther King (MLK) Boulevard from Interstate 40 to UNC, using a combination of exclusive lanes and other forms of preferential treatment. It will make bus travel times more reliable in peak periods. Existing buses operating in the MLK corridor will be re-routed to take advantage of the enhanced facilities.

Orange County's cost for the bus lanes is anticipated to be \$22 million in \$2011 dollars, which is the same as \$24.5 in YOE dollars – according to staff at Chapel Hill Transit. This project assumes 25% of the funding will come from the State and 50% of the funding will come from the Federal Government. Since the bus lanes will be used by existing services, they do not generate any additional operational costs within the plan.

For financial information about this proposed investment please see the Appendix.

- IV. MAPS:** The series of maps listed below articulate proposed investments in both bus and rail throughout Orange County.
- a. Chapel Hill Transit Weekday Service Improvements
 - b. Chapel Hill/Carrboro: Saturday Service Improvements
 - c. Chapel Hill/Carrboro: Sunday Service Improvements
 - d. Improved Bus Service in US 15/ 501 and NC 54 Corridors
 - e. Orange County Transit Plan: Proposed Regional Bus Service Improvements
 - f. Proposed Hillsborough and Rural Bus Service Improvements
 - g. Durham-Orange Light Rail Transit Project
 - h. Improved Bus service on MLK
 - i. Regional Integration of Orange, Durham, and Wake Transit Plans



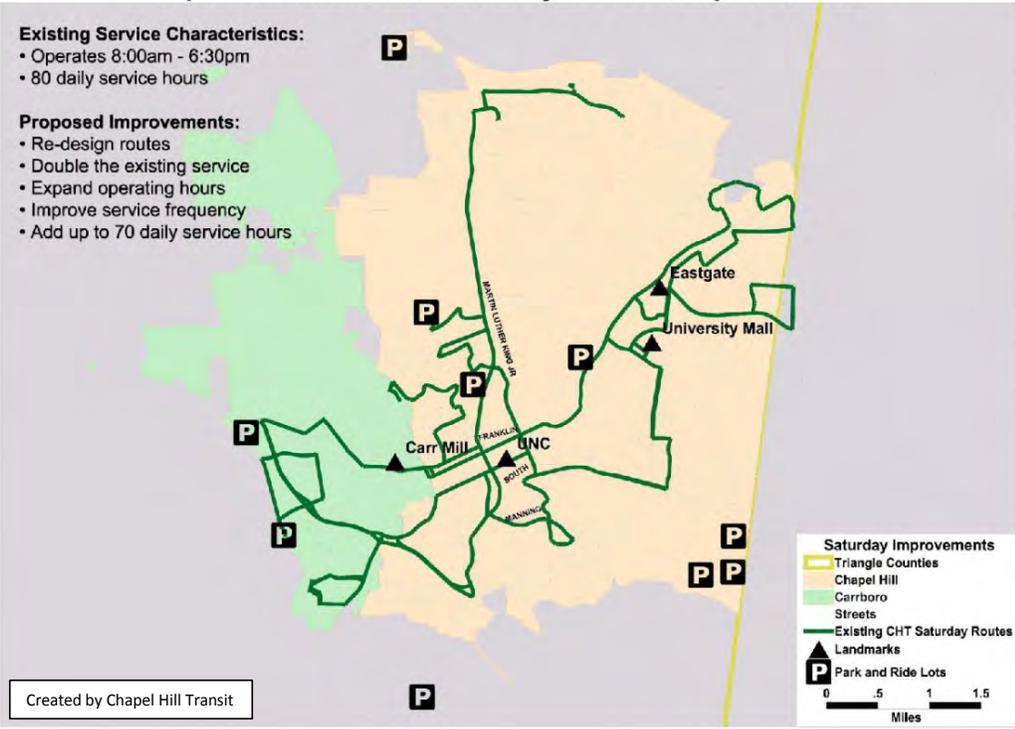
Chapel Hill/Carrboro: Saturday Service Improvements

Existing Service Characteristics:

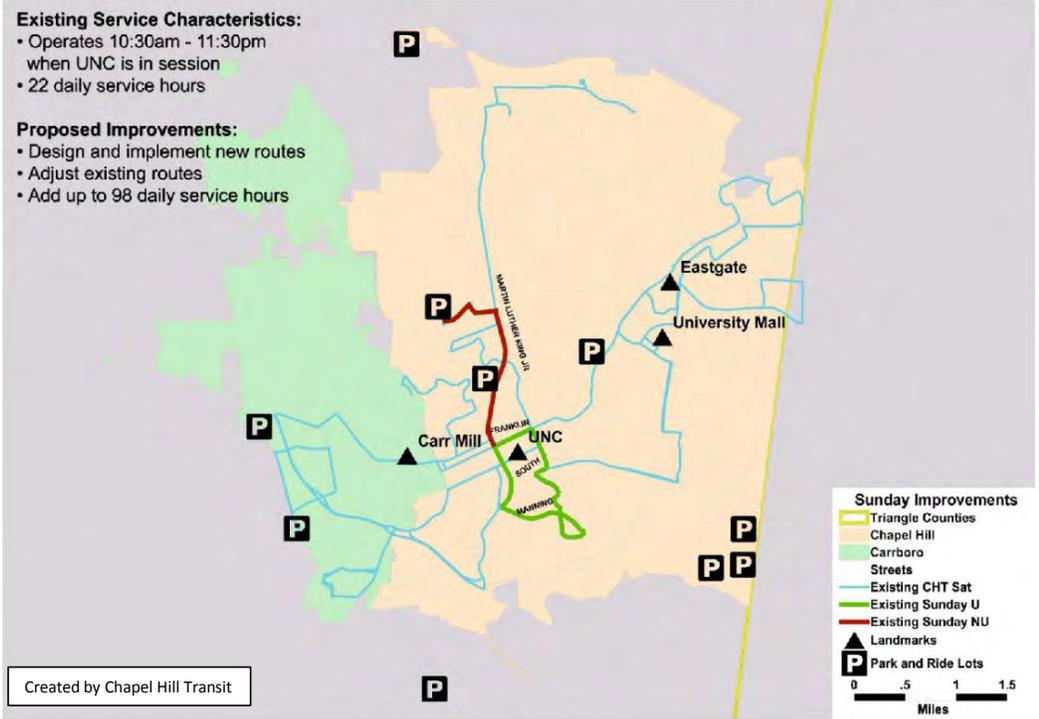
- Operates 8:00am - 6:30pm
- 80 daily service hours

Proposed Improvements:

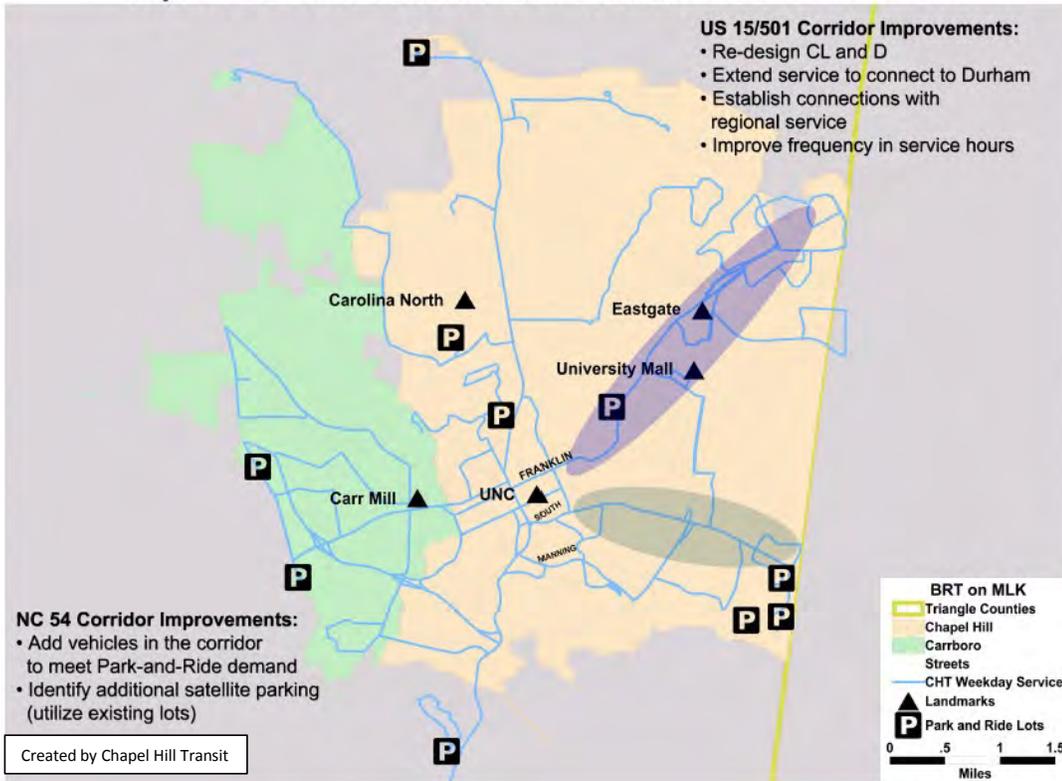
- Re-design routes
- Double the existing service
- Expand operating hours
- Improve service frequency
- Add up to 70 daily service hours



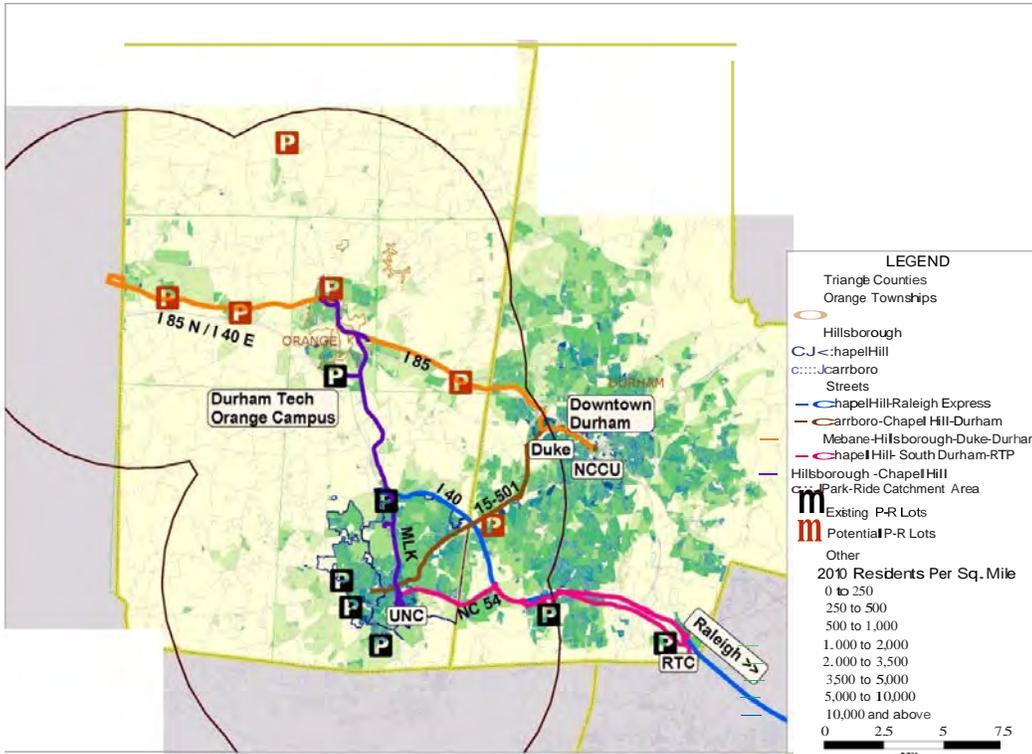
Chapel Hill/Carrboro: Sunday Service Improvements



Improved Bus Service in US 15/501 and NC 54 Corridors

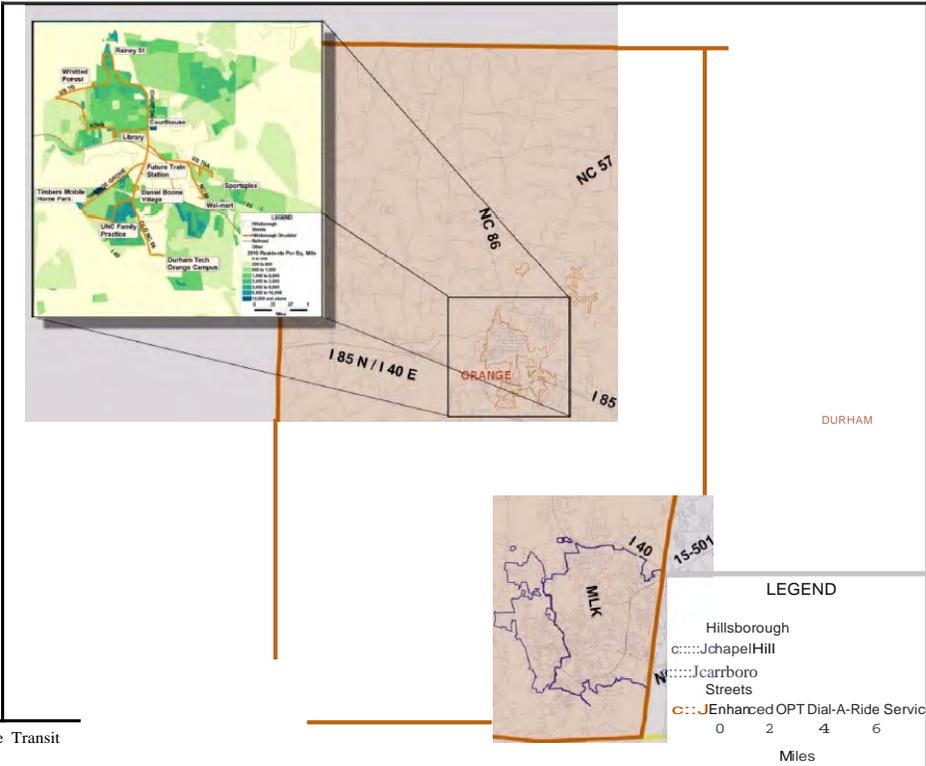


Orange County Transit Plan: Proposed Regional Bus Service Improvements



Created by Triangle Transit Staff
April 23, 2012

Orange County Transit Plan: Proposed Hillsborough and Rural Bus Service Improvements



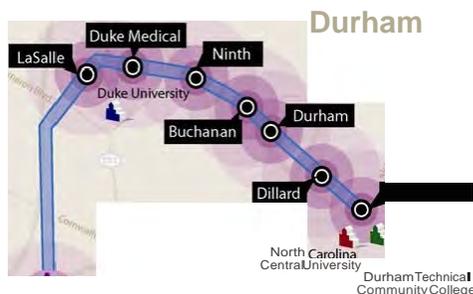
Created by Triangle Transit

Durham-Orange Light Rail Transit Project

Spring 2012

Legend

- Light Rail Route
 - Routes to be Studied Further
 - Railroad Corridor
 - Light Rail Stations
 - Alternate
 - Light Rail Stations
 - 2 miles for bike connection to station
 - 1/2 mile for walk access
- Note: Not To Scale



Mitigation



Our Transit Future

Improved Bus Service on Martin Luther King Jr. Boulevard

BRT is a flexible, high performance bus service that combines many characteristics of light rail including physical, operating, and system elements into a permanently integrated bus system with a quality image and unique identity.

Characteristics:

- High capacity buses
- High frequency service
- Dedicated lanes
- Upgraded shelters
- Technology
- Easy fare payment
- Unique identity

- MLK is a prime corridor to introduce BRT
- CHT has funding in place to begin Alternatives Analysis (AA)
- AA process will be guided by Chapel Hill 2020 recommendations

Created by Chapel Hill Transit



BRT on MLK

- Triangle Counties
- Chapel Hill
- Carrboro
- Streets
- CHT Weekday Service
- Landmarks
- Park and Ride Lots

0 .5 1 1.5 Miles

V. ORANGE COUNTY REVENUES

A variety of revenue sources provide the funding for the Orange County Bus and Rail Investment Plan. Those revenues include:

- A new one-half-cent sales tax in Orange County
- A new \$7 vehicle registration fee levied by Orange County
- An increase of \$3 to the existing \$5 vehicle registration fee currently levied by Triangle Transit in Orange County
- Revenue from Triangle Transit's rental car tax
- NC State Government contributions
- Federal Government contributions

In addition, local funding of current transit services will remain in place.

The initial proceeds for a FULL YEAR of each local revenue stream for Orange County in 2013 for transit are assumed to be:

- | | |
|--|---------------|
| • ½-cent sales tax: | \$5.0 million |
| • \$7 vehicle registration fee: | \$788,000 |
| • \$3 vehicle registration fee increase: | \$338,000 |
| • Rental car tax revenue: | \$582,000 |

Growth rates assumed for each revenue source:

- | | |
|--|------|
| • ½-cent sales tax: | |
| o Growth rate from 2011 through 2014: | 1.0% |
| o Growth rate from 2015 through 2035: | 3.6% |
| • \$7 vehicle registration fee: | 2.0% |
| • \$3 vehicle registration fee increase: | 2.0% |
| • Rental car tax revenue: | 4.0% |

A total of \$25 million would be borrowed over the life of the plan. This borrowing would cover for the large capital expenditures which occur for 3 to 4 years of construction of the light rail component of the plan. Any borrowing would be from capital markets through government bonds, would require approval by the NC Local Government Commission, and would have to meet debt to revenue ratios required by the capital markets for bond issuance.

Further details for each revenue source follow.

A. One-half cent sales tax in Orange County

A one half-cent sales tax in Orange County means that when individuals spend \$10.00 on certain goods and services, an additional five cents (\$0.05) is added to the transaction to support the development of the Bus and Rail Investment Plan. Purchases of food, gasoline, medicine, health care and housing are excluded from the tax.

A one half-cent sales tax in Orange County is estimated to generate \$5.0 million in 2013 if active for the full year. Discussions with the NC Dept of Revenue indicate that in the first year

of the plan, the revenue streams may not be active until April 1st instead of January 1st. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the sales tax is expected to generate approximately \$163 million in Year-Of-Expenditure (YOE) dollars. This tax can only be levied subsequent to a referendum by the Orange Board of County Commissioners and approval by the voters.

Revenue from the ½-cent sales tax identified in the Bus and Rail Investment Plan for Orange County can be used for financing, constructing, operating and maintain local public transportation systems. The funds can be used to supplement but not supplant or replace existing funds or resources for public transit systems.

B. \$7 Vehicle Registration Fee in Orange County

A seven dollar (\$7) vehicle registration fee in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$7 per year is added to the cost above the other required registration fees for that vehicle.

The seven dollar fee in Orange County is expected to bring in \$788,000 in 2013 if implemented for a full year. Discussions with the NC Dept of Revenue indicate that in the first year of the plan, the revenue streams may not be active until April 1st instead of January 1st. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the seven dollar fee is expected to generate \$22.5 million in Year-Of-Expenditure (YOE) dollars. The implementation agreement will articulate how this revenue can be utilized.

C. \$3 Vehicle Registration Fee Increase for Triangle Transit in Orange County

A three dollar (\$3) vehicle registration fee increase in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$3 per year is added to the cost above the other required registration fees for that vehicle. An existing \$5 fee for vehicle registration supports activities of Triangle Transit, including bus operations and long-term planning. This fee would be increased to \$8 when the \$3 increase is implemented.

The three dollar (\$3) fee in Orange County is projected to generate \$338,000 in 2013 if implemented for a full year. Discussions with the NC Dept of Revenue indicate that in the first year of the plan, the revenue streams may not be active until April 1st instead of January 1st. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the three dollar (\$3) fee is expected to generate \$9.7 million in Year-of-Expenditure (YOE) dollars. The implementation agreement will articulate how this revenue can be utilized.

D. Revenue from Triangle Transit's Rental Car Tax

Triangle Transit operations are partially funded by a five percent (5%) tax on car rentals in Wake, Durham, and Orange Counties. Under existing policy adopted by the TTA Board, 50% of the rental car tax revenues are dedicated to advancing long-range bus and rail transit.

Since a significant portion of all cars rented and driven in the three counties are rented at the RDU International Airport, it is difficult to determine which rentals are driven primarily in one county or another. Therefore, the 50% rental revenues dedicated to long-term transit were allocated by county according to the percentage of population in the Triangle Region, which is: Wake (68%); Durham (21.5%); Orange (10.5%).

The Triangle Transit rental car tax proceeds directed to project development in Orange County are estimated to be \$582,000 in 2013. Over the life of the plan to 2035, the rental car tax is expected to generate \$21.3 million in Year-of-Expenditure (YOE) dollars for Orange County.

E. NC State Government Funding

The plan includes a 25% capital cost contribution by the NC Department of Transportation (NCDOT) for both light rail and commuter rail projects in Orange County. This level of participation was established by the State in Charlotte's Lynx Blue Line light rail project in 2003. The plan assumes that NCDOT also pays for 10% of bus capital costs (replacement buses, new buses, park and ride lots, etc) consistent with its current practices. Over the life of the plan to 2035, the contributions of NCDOT are expected to total \$130.6 million in Year-of-Expenditure (YOE) dollars in Orange County.

F. Federal Government Funding

The plan assumes that the Federal Government contributes 50% of the capital cost for the light rail project in Orange County. This was the federal level of participation in the Charlotte Lynx Blue Line light rail project and is consistent with federal funding outcomes for most rail projects in the Federal Transit Administration's New Starts program in recent years.

The plan assumes that the Federal Government also pays for 80% of bus capital costs, consistent with its current practices, and continues to provide operating appropriations consistent with present Federal Transit Administration operating grant formulas. Over the life of the plan to 2035, the contributions of the Federal Government are expected to total \$248 million in Year-of-Expenditure (YOE) dollars in Orange County.

G. Transit Fares

The plan assumes fares for all operating agencies remain unchanged from the existing fare structures.

- Light Rail farebox recovery ratio: 20%
- Triangle Transit bus farebox recovery ratio: 15%
- Chapel Hill Transit bus farebox recovery ratio: 0%
- Orange Public Transportation bus farebox recovery ratio: 3.5%

H. FTA Formula Funds

The plan assumes that new bus services will receive partial operating and capital cost contributions through existing formula programs established by the Federal Transit Administration (FTA), and that transit agencies in Orange County will receive those contributions in accordance with historical patterns of funding that existing transit services have received. Over the life of the plan to 2035, FTA Formula funds are expected to total \$70.9 million in Year-Of-Expenditure (YOE) dollars in Orange County.

I. Additional Revenue Sources

This draft Bus and Rail Investment Plan does not rely on additional municipal contributions, public or private third party contributions or value capture forms of revenue.

VI. ORANGE FINANCIAL PLAN DATA

The following is a list of the total spending for each technology and category identified in the Orange County Bus and Rail Investment Plan to 2035. All figures are in Year of Expenditure dollars (YOE) unless otherwise noted.

- Light Rail Capital: \$418.3 million (\$316.2 million in 2011 dollars)
- Light Rail Operations: \$59.1 million
- Bus Capital:
 - MLK Bus Lanes - \$24.5 million
 - Miscellaneous Bus Capital Projects - \$6.7 million
 - Buses purchased - \$17.6 million
- Bus Operations: \$106.8 million
- Hillsborough Intercity Rail Station: \$8.9 million (\$8.0 million in 2011 dollars; Orange County will only be responsible for a 10% matching contribution to total cost)
- Amount of debt service payments made by Triangle Transit through 2035: \$19.2 million

Note Regarding Borrowing: Amount borrowed by Triangle Transit to execute the plan: \$25 million (this number is larger than the line above because debt payments are over 30-year terms and continue past 2035)

Additional specific financial information on each of these plan elements can be found in the Appendices.

VII. AGREEMENTS

IMPLEMENTATION AGREEMENT: ANNUAL REVIEW AND CHANGES TO THE PLAN

The Bus and Rail Investment Plan in Orange County details the specific elements of local and regional bus service, and Light Rail service to be added in Orange County over a 23-year period. Because of the long time frame for implementation of the Plan and its major capital projects, over time there will be changes and revisions made to the Plan. As the statutory implementation agency, Triangle Transit will work with Orange County, the DCHC Metropolitan Planning Organization (MPO), and the towns of Chapel Hill, Carrboro,

Hillsborough, the University of North Carolina at Chapel Hill and Chapel Hill Transit, and the public transit provider in Orange County, to develop and execute an Implementation agreement which details the following aspects of implementation of the Plan:

- (a) Annual review presentations of the activities and progress made in implementation of the Plan by Triangle Transit to the County, ~~TTA Board~~ and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees ~~of any significant or substantial revisions to the Plan required by~~ changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) A recognition and preservation of decision making responsibilities of the operating agencies;
- (d) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agency responsible for implementing the bus services set forth in the Plan; and
- (d) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.

Deleted: or the role of the operating agency

Deleted: regarding on

COST SHARING AGREEMENT

The capital and operating costs for the 17.3-mile LRT line will be shared by Orange and Durham counties. Accordingly, a separate cost sharing agreement between Orange County, Durham County and Triangle Transit has been developed. The cost sharing agreement sets forth the respective shares of the capital and operating costs that will be paid by each county for this project that cross both county and municipal borders.

TAX LEVY AGREEMENT

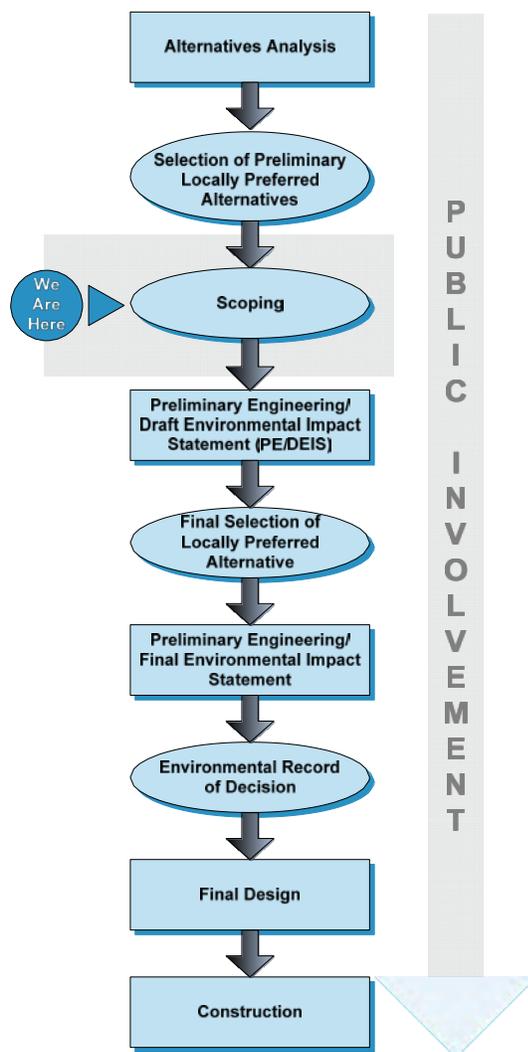
One additional agreement has been developed by Orange County and Triangle Transit relevant to the plan. In this tax levy agreement Triangle Transit agrees not to levy the half-cent transit sales tax for Orange County in the event of a successful referendum vote on the sales tax until after receiving a Resolution from the Orange County Board of County Commissioners requesting that the tax be levied.

VIII. NEW STARTS PROCESS

Federal New Starts Funding Process

It is anticipated that Federal funds assisting in the planning and implementation of the Durham-Orange Light Rail Transit Project would be secured through the Federal Transit Administration's (FTA) discretionary New Starts program.

New Starts is the federal government's primary financial resource for funding transit "guideway" capital investments. Projects seeking New Starts funding – like all federally-funded transportation investments in metropolitan areas – must emerge from a locally-driven, *multimodal* corridor planning process, as depicted graphically in this chart:



Through the jointly adopted 2035 Long Range Transportation plan by the Durham-Chapel Hill-Carrboro MPO (DCHC MPO) and the Capital Area MPO (CAMPO), transportation corridors in greatest need of more detailed planning and analysis were identified. The Alternatives Analysis (AA), completed in 2011, focused on a set of needs and alternative actions to address these needs, and generated information needed to select an option for further engineering and implementation. In February 2012, the DCHC MPO selected a 17.3-mile light rail corridor from East Durham to UNC Hospitals as the locally preferred alternative (LPA). Triangle Transit, as the local project sponsor, will submit to FTA the New Starts project justification

and local financial commitment and request FTA's approval to enter into the preliminary engineering (PE) phase of project development.

During the preliminary engineering phase of project development, local project sponsors refine the design of the proposal, taking into consideration all reasonable design alternatives. Preliminary engineering results in estimates of project costs, benefits, and impacts at a level of detail necessary to complete the federal environmental process.

Preliminary engineering for a New Starts project is considered complete when the FTA has issued a *Record of Decision* (ROD) as required by the National Environmental Policy Act (NEPA). Projects which complete preliminary engineering and whose sponsors are determined by the FTA to have the technical capability to advance further in the project development process must request FTA approval to enter final design and submit updated New Starts information for evaluation.

Final design is the last phase of project development, and includes right-of-way acquisition, utility relocation, and the preparation of final construction plans, detailed specifications, construction cost estimates, and bid documents.

The FTA typically considers a Full Funding Grant Agreement (FFGA) for a New Starts project during the final design phase of the New Starts project development process. A State FFGA will also be requested by the local project sponsor to supplement federal and local funding sources.

With all funding secured, construction on the project will begin.

IX. ALTERNATIVE PLAN

If it is determined that Federal or State funding for the proposed projects are not available, an alternative plan must be developed. Upon this determination, Triangle Transit will work in collaboration with the citizens, elected officials, and stakeholders from Orange County, Chapel Hill Transit, DCHC MPO and Durham County to identify next steps toward the development of a revised plan.

X. CLOSING SUMMARY

The Bus and Rail Investment Plan in Orange County is the result of years of collaborative work among Orange County elected officials and civic leaders, regional stakeholders, municipal and county staff and Triangle Transit. The plan consists of a balance of bus improvements and rail investment to help accommodate the population and employment growth that the region is expected to experience in the next 25 years.

The proposed plan addresses the ongoing need to provide more options to transit riders with improved and expanded bus and rail connections. Once implemented, the residents of Orange County will be able to have greater access to jobs, shopping, and activity centers such as downtown Chapel Hill and Carrboro, the University, or UNC Hospital.

Additionally, the plan will provide core infrastructure investment that will help support the goals and objectives of local land use plans in Orange County and its municipalities. In particular, as evidenced in communities across the country, investment in light rail has proven to be a great motivator for private companies to build transit-oriented development at station locations along the rail corridor. This kind of more intense development generally consists of a mixed-use, walkable environment that can provide a more sustainable alternative to the suburban growth pattern that exists today, while allowing more open space to be preserved.

All the elements listed in the Draft Bus and Rail Investment Plan of Orange County are fiscally constrained. At every turn, the Plan is conservative in revenue assumptions and incorporates contingencies for capital and operating expenditures.

The draft plan has been shared with the general public, Carrboro Board of Aldermen, Chapel Hill Town Council, the Hillsborough Town Commissioners, the DCHC MPO, the Burlington-Graham MPO and the Orange County Commission. The draft plan will be considered for approval by the DCHC MPO, the Burlington-Graham MPO, the Triangle Transit Board of Trustees, and the Orange County Board of Commissioners. The Orange County Board of Commissioners will determine if and when to set a referendum date. Once a referendum passes, work can begin on implementation of the Bus and Rail Investment Plan.

- ❖ *As directed by NCGS 105-510.6, Triangle Transit drafted and developed this Plan, working in collaboration with the citizens, elected officials, and stakeholders from Orange County, the DCHC MPO, and Chapel Hill Transit.*

DRAFT Bus and Rail Plan In Orange County

Appendix A: Master Assumption List

Assumptions in Orange County and Durham County Financial Plans for Bus and Rail Transit

September 26, 2012

ASSUMPTIONS

	ORANGE	DURHAM
Sales Tax Growth Rate to 2015	1.00%	2.00%
Sales Tax Growth Rate 2016 and Beyond	3.60%	3.50%
Light Rail Capital Cost Responsibility (Percentage)	22.95%	77.05%
Light Rail Operating Cost Responsibility (Percentage)	23.95%	76.05%
Light Rail Capital Cost Share Based on Current Cost Estimates (\$2011 millions)	\$ 316.2	\$ 1,061.8
Light Rail Operating Cost Share Based on Current Cost Estimates(\$2011 millions)	\$ 3.46	\$ 10.98
MLK Bus Lanes Capital Cost (\$2011 millions)	\$ 22.1	NA
MLK Bus Lanes Operating Cost* (\$2011 millions)	\$ -	NA
Hillsborough Intercity Train Station Capital Cost (\$2011 <u>millions</u>)	\$ 8.0	NA
Hillsborough Intercity Train Station Operations Cost **	Not part of plan	
Amount borrowed by Triangle Transit to execute the plan (\$2011 millions)	\$25	\$165
Plan Minimum Cash Balance (\$2011 millions)	\$4.1	\$12.9

OUTCOMES

New Bus Hours in First Five Years of Plan	34,650	45,000
Total Cumulative New Bus Hours by End of Plan (Year 2035)	40,950	87,500
Opening Year for Hillsborough Intercity Train Station	2015	NA
Opening Year for MLK Bus Lanes	2019	NA
Opening Year for Light Rail	2026	2026
"Rail Dividend" Bus Hours that can be re-directed when Light Rail Opens	30,000-45,000	12,000-35,000
Plan Cash Balance in 2035 (\$2035 millions)	\$45	\$89
Plan Cash Balance in 2035 (\$2011 millions)	\$23	\$46

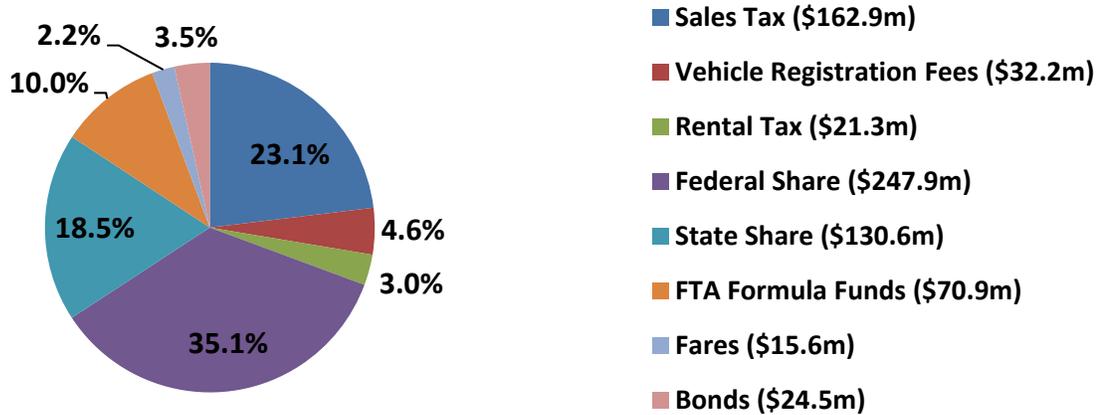
*MLK Bus Lanes have no operating costs because existing, already-paid-for bus services will be-re-organized to use the bus lanes

**Operations cost of Intercity Rail Station assumed to be covered in existing station plans by NCDOT Rail Division and Town of Hillsborough. Capital Cost contribution of the Orange County plan is 10% of total capital cost for Hillsborough train station.

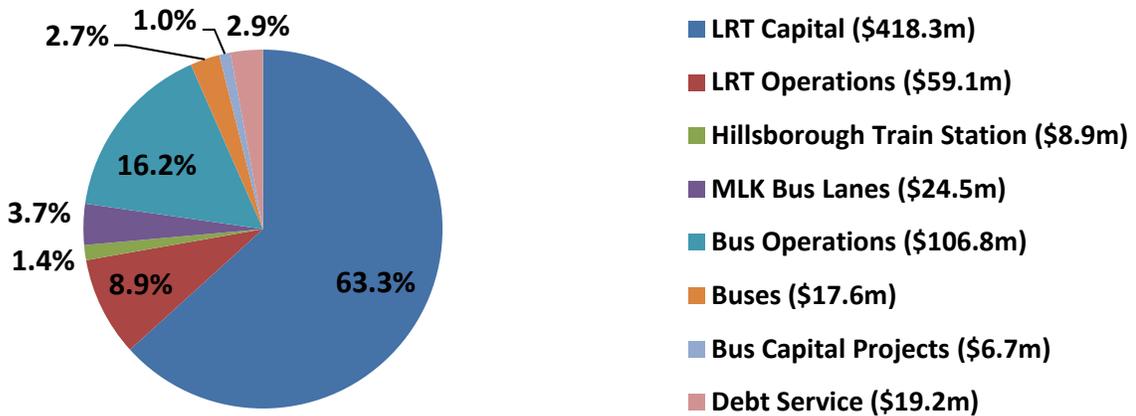
Light green indicates updated cell or figure since previous draft

All Numbers Are in Year-Of-Expenditure (YOE) Dollars

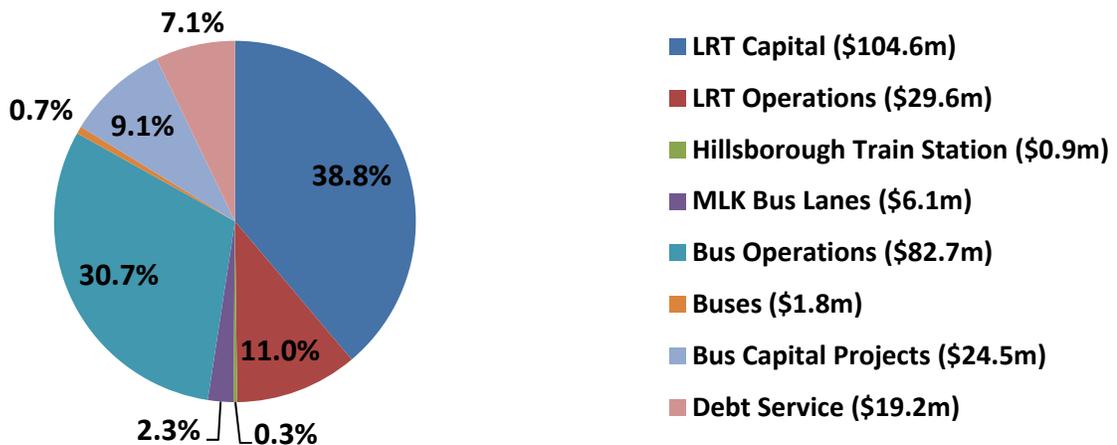
Orange County Plan Revenue, All Sources to 2035: Total Revenue \$706.0m



How ALL Dollars Are Spent to 2035: Total Cost \$659.9m



How LOCAL Orange County Dollars Are Spent to 2035: \$268.7m



Note: small differences and percentages not adding exactly to 100.0% may be due to rounding

DRAFT Bus and Rail Plan In Orange County

Appendix B: Proposed Bus Service Enhancements

ORANGE COUNTY DRAFT BUS PLAN - FUNDED AND FUTURE COMPONENTS

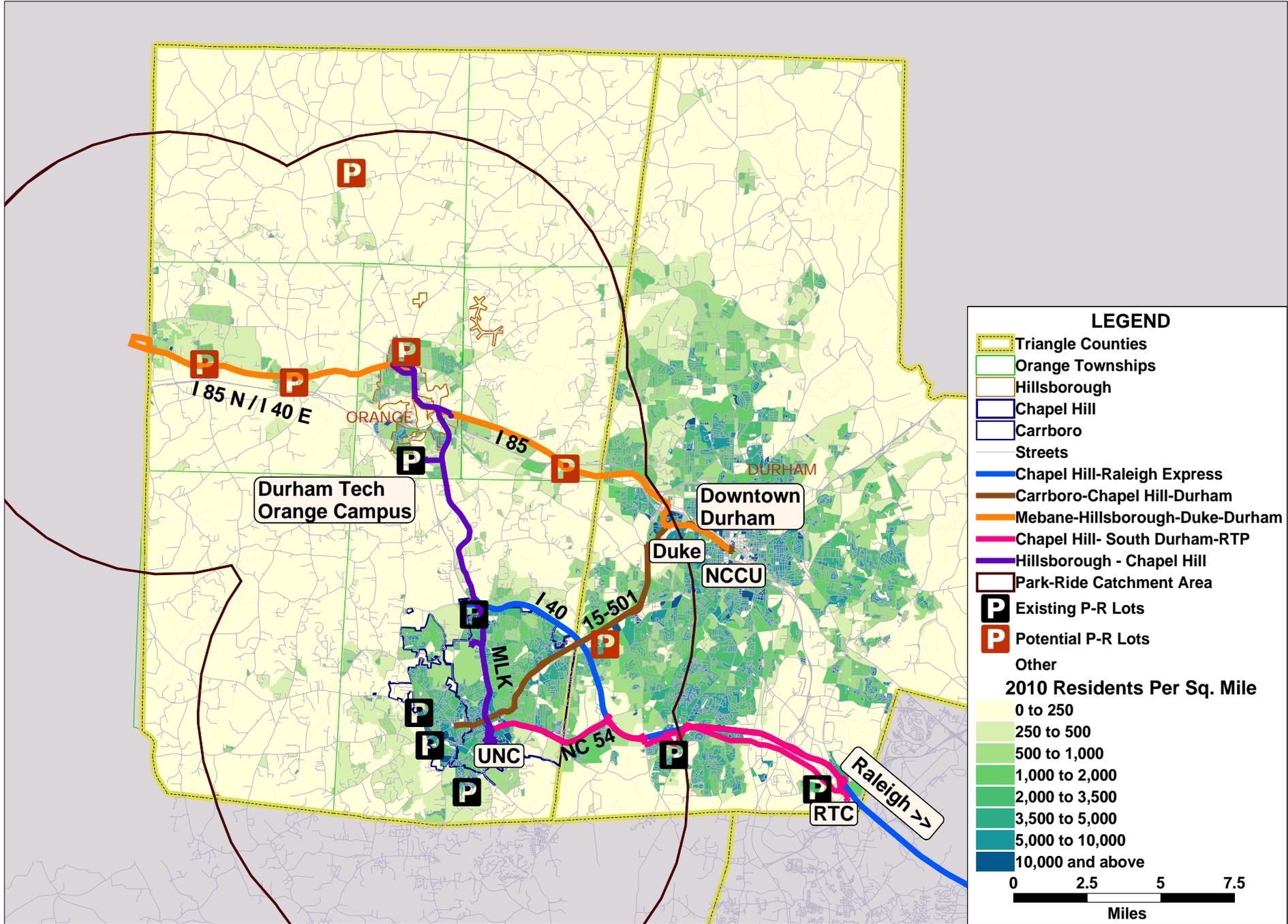
REGIONAL SERVICES - FUNDED FIRST FIVE YEARS

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405)	Enhanced	1,506	Increase peak-hour frequency of the express route between Durham and Chapel Hill to 15 minutes during the peak commute, directly serve Downtown Carrboro with rush hour service to Durham.
Regional Exp	Mebane-Hillsborough-Durham Express Introduce Service	New	2,510	Introduce a new express route serving Mebane, Hillsborough, and Durham.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - mid-day	Enhanced	4,016	Increase frequency of the express route between Durham and Chapel Hill or Carrboro to 30 minutes during the mid-day.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Sundays	New	4,640	Introduce Sunday service on route between Durham and Chapel Hill or Carrboro.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Sundays	New	5,264	Introduce new Sunday service to the existing TTA route 800.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Saturday	Enhanced	5,484	Extend service between Durham and Chapel Hill or Carrboro to 11pm on Saturdays.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Saturdays	Enhanced	5,704	Extend service between RTP and Chapel Hill (via Southpoint) to 11pm on Saturdays.
Regional	Route 800-SW Durham (Southpoint)-Chapel Hill peak	Enhanced	7,210	Phase 1 service improvement - increase peak hour frequency on the existing TTA Route 800. Currently the route operates at 30-minute frequency.
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - peak	Enhanced	7,963	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Hillsborough-Chapel Hill (Route 420) - peak: IMPLEMENTED in 2012	Enhanced	7,963	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the peak commute.
Regional	Additional service Hours TBD	Enhanced	8,200	237 additional hours that may augment any of the services above

REGIONAL SERVICES - UNFUNDED, FUTURE PRIORITIES AFTER YEAR 2020

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Mebane-Hillsborough-Durham Express Expansion	New	9,204	Increase the frequency on an express route serving Mebane, Hillsborough, and Durham to 30 minutes at peak.
Regional	Hillsborough-Chapel Hill (Route 420) - mid-day	Enhanced	13,722	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the mid-day.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	15,228	Phase I - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at an hourly frequency.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	16,734	Phase II - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at a 30-minute frequency .
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - mid-day	Enhanced	18,366	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - mid-day	Enhanced	19,997	Increase frequency of the regional route between RTP and Chapel Hill (via Southpoint) to 30 minutes during the mid-day.
Regional	Route 800- RTC via SW Durham (Southpoint)-Chapel Hill peak	Enhanced	20,813	Phase 2 service improvement - increase frequency of the existing Route 800 between RTP and Chapel Hill (via Southpoint) to 15 minutes during the peak commute.
Regional	Chapel Hill-Regional Transit Center via Woodcroft (Route 805) - mid-day	Enhanced	21,691	Introduce added mid-day trips to regional route between Woodcroft and Chapel Hill.

Orange County Transit Plan: Proposed Regional Bus Service Improvements



ORANGE COUNTY DRAFT BUS PLAN - FUNDED AND FUTURE COMPONENTS

HILLSBOROUGH LOCAL AND RURAL ORANGE COUNTY SERVICES - FUNDED FIRST FIVE YEARS

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Local	Hillsborough Circulator	Enhanced	2,008	Operate Hillsborough Circulator Mon-Fri, 8 hours per day
Local	Improve Service in Unincorporated Orange County	Enhanced	4,200	Improve capacity of demand response service to rural areas
Local	Hillsborough Circulator Phase 2	Enhanced	4,702	Add Saturday Service to Hillsborough Circulator
Local	Improve Service in Unincorporated Orange County	Enhanced	6,887	Further improve capacity of demand response service to rural areas

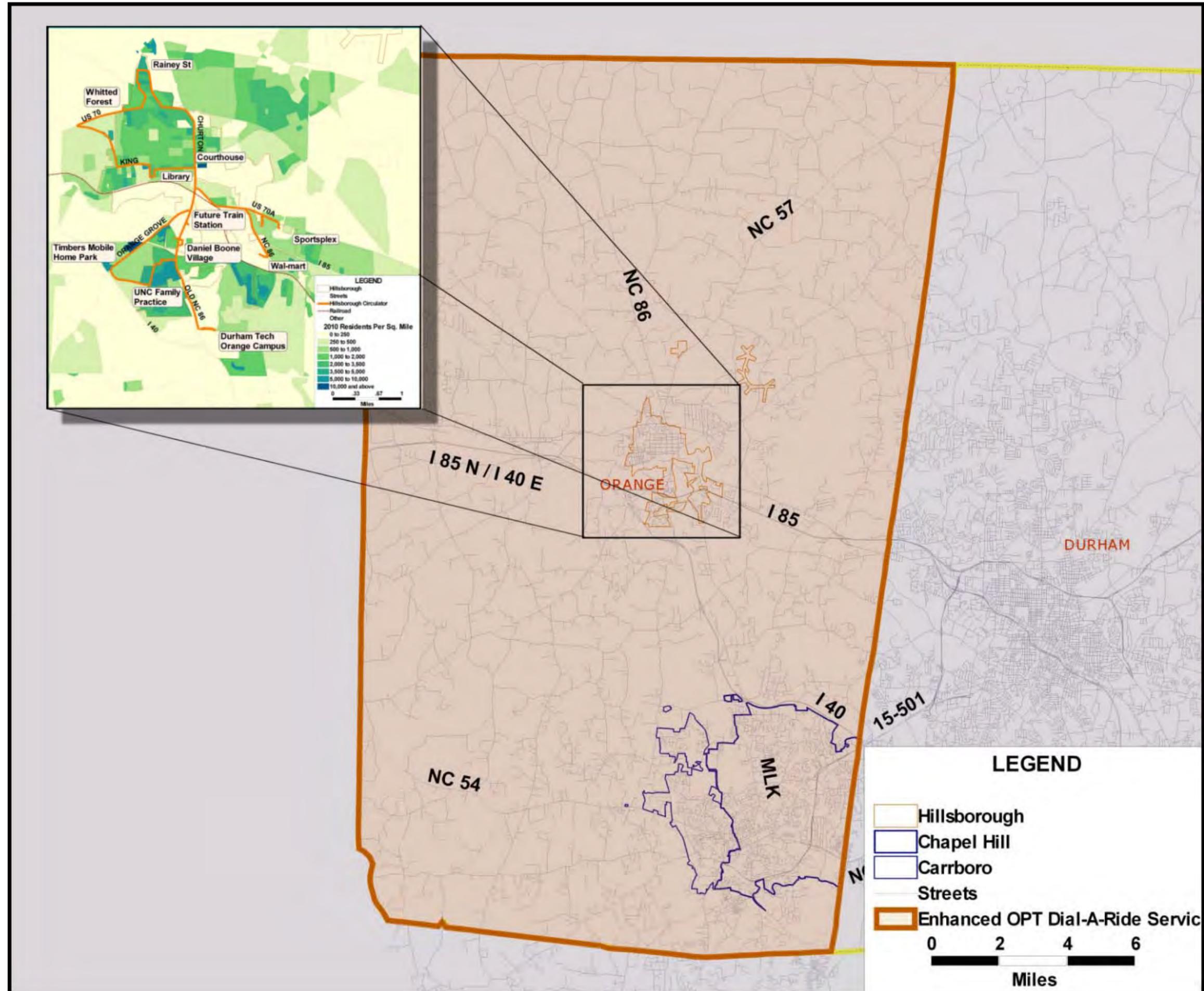
HILLSBOROUGH LOCAL AND RURAL ORANGE COUNTY SERVICES - UNFUNDED, FUTURE PRIORITIES AFTER YEAR 2020

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NA - All identified needs funded in first five years.

Prepared by Triangle Transit
 April 23, 2012

Orange County Transit Plan: Proposed Hillsborough and Rural Bus Service Improvements



ORANGE COUNTY DRAFT PLAN - FUNDED AND FUTURE COMPONENTS

CHAPEL HILL TRANSIT BUS SERVICE OPTIONS

Service Type	Project	Enhanced or New	Cumulative New Service Hours
Local	Service Improvements Chapel Hill, Carrboro, UNC in the 15/501 corridor	Enhanced	7,279
Local	54 Corridor Improvements (Orange and Durham Counties)	Enhanced	4,016
Local	Support existing services	Enhanced	6,000
Local	Chapel Hill - Carrboro -UNC Saturday Service	New	5,096
Sub-Total			22,391
Local	Chapel Hill - Carrboro -UNC Sunday Service	New	3,640
Local	Extend evening service in Chapel Hill Carrboro UNC	Enhanced	4,080
Regional	Pittsboro- Chapel Hill Express	Enhanced	816
Local	Improve peak hour frequency Chapel Hill Carrboro UNC	Enhanced	2,209
Total			33,136

This list of service priorities supplied by Chapel Hill Transit exceeds the 22,332 bus hour budget currently expected to be available in the plan for Chapel Hill Transit. Roughly a third of the proposed service hours will not be funded in the plan. Chapel Hill Transit and its partners will make a final determination of service priorities based on extensive public involvement and analysis in order to fit within the approximately 22,000 hour limit called for in the financially constrained plan.

Bus Operations

Total Bus Operations and Maintenance Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bus Hours	9,000	15,750	24,750	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650
Cost (\$YOE thousands)	\$ 905	\$ 1,608	\$ 2,565	\$ 3,702	\$ 3,817	\$ 3,935	\$ 4,057	\$ 4,183	\$ 4,313	\$ 4,447	\$ 4,584	\$ 4,727

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Bus Hours	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	40,950
Cost (\$YOE thousands)	\$ 4,873	\$ 5,024	\$ 5,180	\$ 5,341	\$ 5,506	\$ 5,677	\$ 5,853	\$ 6,034	\$ 6,221	\$ 6,414	\$ 7,815

Total Bus Operations \$YOE Cost to Year 2035

\$ 106,782,735

Bus Operations Costs assumed to be split according to following percentages:

Federal	8.9%
State	10.0%
Local	77.6%
Fares	3.5%

DRAFT Bus and Rail Plan In Orange County

Appendix C: Bus Capital Enhancements

Bus Capital and Vehicle (Bus) Purchases/Replacements

Total Bus Purchases (New and Replacement Buses)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
New Buses Purchased	4	3	4	4	-	-	-	-	-	-	-	-
Replacement Buses Purchased												
Cost (\$YOE thousands)	1,606	1,222	1,654	1,876	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
New Buses Purchased	-	-	-	-	-	-	-	-	-	-	3
Replacement Buses Purchased	4	3	4	4	-	-	-	-	-	-	-
Cost (\$YOE thousands)	2,245	1,736	2,386	2,706	-	-	-	-	-	-	2,132

Total Bus Purchases \$YOE Cost to Year 2035

\$ 17,564,162

Total Bus Capital Project Spending (Amenities, Transit Centers, Park/Ride Lots, Sidewalks, etc)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	656	2,664	3,379	-	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	-	-	-	-	-	-	-	-	-	-	-

Total Bus Capital Projects \$YOE Cost to Year 2035

\$ 6,699,000

Bus Purchases and Bus Capital projects assumed to be split according to current trend:

Federal	80%
State	10%
Local	10%

DRAFT Bus and Rail Plan In Orange County

Appendix D: Hillsborough Train Station Expenditures

Hillsborough Intercity Rail Station

Total Rail Station Construction Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 875	\$ 3,552	\$ 4,506	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total Hillsborough Intercity Rail Station \$YOE Cost to Year 2035

\$ 8,932,229

Hillsborough Rail Station assumed to be split according to pattern for other NCDOT Rail Division-approved stations

Federal	80%
State	10%
Local	10%

NCDOT Rail Division has studied two possible station designs. The option in the plan includes a permanent station. A modular, temporary station can be built for less money, approximately \$4 million in \$2011 dollars. Examples of the type of station the \$8.9 million YOE dollar investment projected above would build can be found in Cary and Kannapolis.

DRAFT Bus and Rail Plan In Orange County

Appendix E: MLK Bus Lanes Expenditures

MLK Bus Lane Project

Total MLK Bus Lane Project Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 694	\$ 704	\$ 4,007	\$ 7,456	\$ 7,892	\$ 3,703	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total MLK Bus Lane \$YOE Cost to Year 2035

\$ 24,456,259

Project Costs are anticipated to follow the percentages below within the FTA Small Starts program

Federal	50%
State	25%
Local	25%

DRAFT Bus and Rail Plan In Orange County

Appendix F: Light Rail Expenditures

Durham-Orange Light Rail Expenditures: Capital & Operating to 2035

Total Light Rail Capital Spending

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 3,258	\$ 3,306	\$ 5,034	\$ 3,460	\$ 3,567	\$ 5,517	\$ 16,757	\$ 28,530	\$ 31,211	\$ 68,984	\$ 120,898	\$ 96,797

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ 31,009	-	-	-	-	-	-	-	-	-	-

Total Bus Purchases \$YOE Cost to Year 2035

\$ 418,327,293

Total Light Rail Operations Spending

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	-	-	-	-	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	-	\$ 5,135	\$ 5,294	\$ 5,458	\$ 5,627	\$ 5,802	\$ 5,982	\$ 6,167	\$ 6,358	\$ 6,555	\$ 6,759

Total Light Rail Operations \$YOE Cost to Year 2035

\$ 59,136,705

The capital cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

Federal	50%
State	25%
Local	25%

The operating cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

Federal	20%
State	10%
Local	50%
Fares	20%

DRAFT Bus and Rail Plan In Orange County

Appendix G: Revenues by Year

Orange County Plan Revenues

Total Orange County Revenues by Year (\$YOE millions)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1/2-Cent Sales Tax*	\$ 3.9	\$ 5.0	\$ 5.0	\$ 5.2	\$ 5.4	\$ 5.6	\$ 5.8	\$ 6.0	\$ 6.2	\$ 6.5	\$ 6.7	\$ 6.9
\$7 Vehicle Registration Fee*	\$ 0.6	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 1.0	\$ 1.0
\$3 Vehicle Registration Fee*	\$ 0.3	\$ 0.3	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4
Car Rental Tax (existing)	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9
FTA Formula Funds	\$ 2.3	\$ 2.4	\$ 2.4	\$ 2.5	\$ 2.6	\$ 2.6	\$ 2.7	\$ 2.8	\$ 2.8	\$ 2.9	\$ 3.0	\$ 3.0
Federal Projects Share	\$ 4.5	\$ 8.0	\$ 12.2	\$ 7.0	\$ 5.7	\$ 4.6	\$ 8.4	\$ 14.3	\$ 15.6	\$ 34.5	\$ 60.4	\$ 48.4
State Projects Share	\$ 1.4	\$ 1.9	\$ 3.5	\$ 3.3	\$ 3.2	\$ 2.7	\$ 4.6	\$ 7.6	\$ 8.2	\$ 17.7	\$ 30.7	\$ 24.7
Fares	\$ 0.0	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.8	\$ 17.6
Total Revenue By Year	\$ 14.4	\$ 20.2	\$ 26.2	\$ 21.1	\$ 20.2	\$ 18.9	\$ 24.9	\$ 34.1	\$ 36.5	\$ 65.2	\$ 110.4	\$ 104.5

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
1/2-Cent Sales Tax	\$ 7.2	\$ 7.4	\$ 7.7	\$ 8.0	\$ 8.3	\$ 8.6	\$ 8.9	\$ 9.2	\$ 9.5	\$ 9.9	\$ 10.2	\$ 162.9
\$7 Vehicle Registration Fee	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.2	\$ 22.5
\$3 Vehicle Registration Fee	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 9.7
Car Rental Tax (existing)	\$ 0.9	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.4	\$ 21.3
FTA Formula Funds	\$ 3.1	\$ 3.2	\$ 3.3	\$ 3.4	\$ 3.4	\$ 3.5	\$ 3.6	\$ 3.7	\$ 3.8	\$ 3.9	\$ 4.0	\$ 70.9
Federal Projects Share	\$ 17.3	\$ 1.4	\$ 1.9	\$ 2.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.7	\$ 247.9
State Projects Share	\$ 8.5	\$ 1.2	\$ 1.3	\$ 1.4	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.7	\$ 130.6
Fares	\$ 0.2	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.4	\$ 1.4	\$ 1.4	\$ 1.5	\$ 1.5	\$ 1.6	\$ 15.6
Bond Proceeds	\$ 1.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24.5
Total Revenue By Year	\$ 41.2	\$ 18.3	\$ 19.4	\$ 20.2	\$ 18.3	\$ 18.9	\$ 19.5	\$ 20.1	\$ 20.7	\$ 21.3	\$ 24.1	\$ 706.0

Total Orange County Transit Plan \$YOE Revenue to Year 2035

\$ 706,000,000

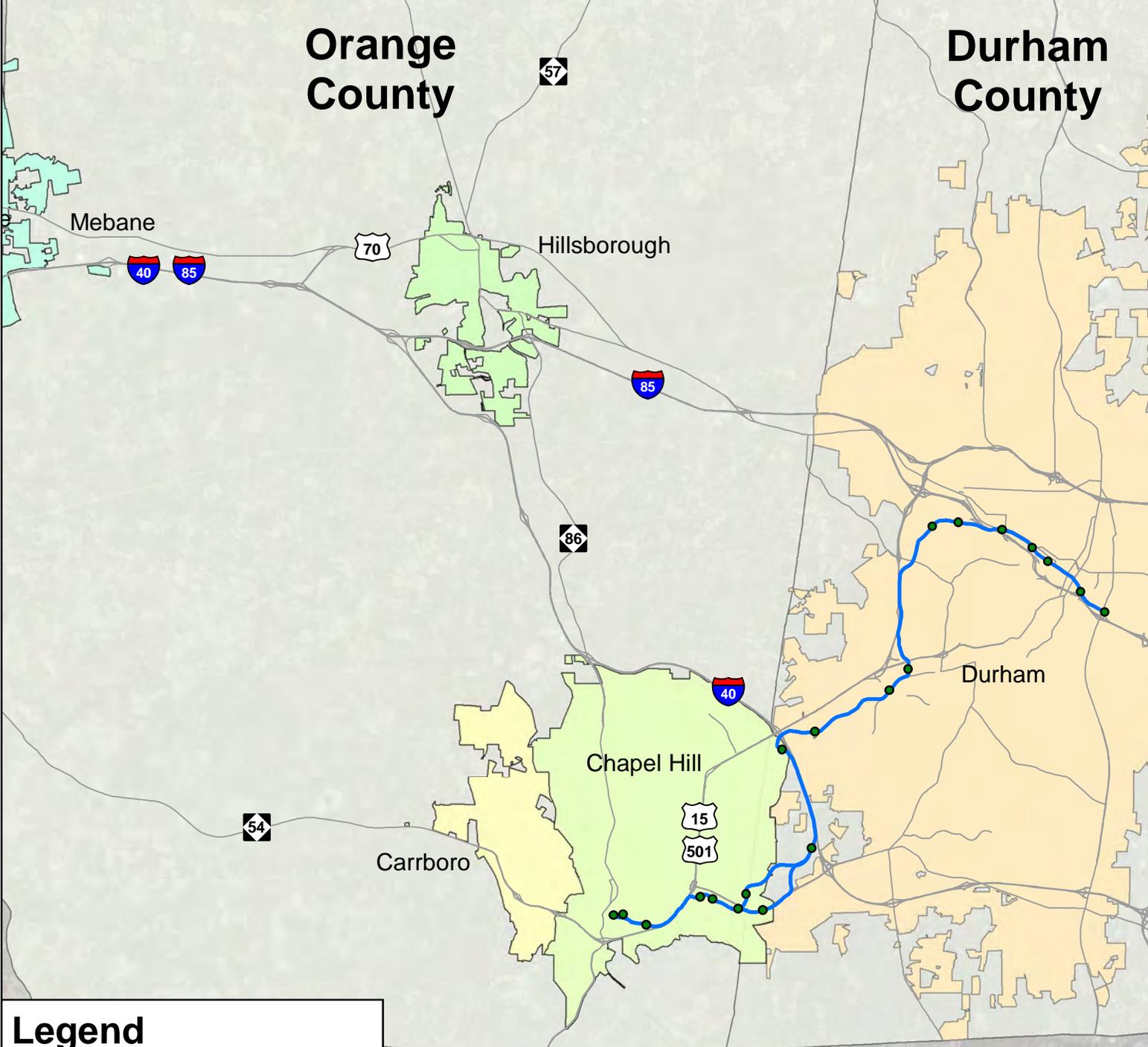
*Revenue in first year is 75% of full value because revenue source is anticipated to be active on 4/1/2013, not 1/1/2013

Durham-Orange Light Rail LPA

According to the Cost-Sharing Agreement between Durham and Orange Counties, Orange County's responsibility for Capital Costs for Light Rail is agreed to be 22.95% of total project costs, which at the time of the agreement, is approximately \$316.2 million, including 50% federal and 25% state shares.

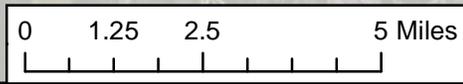
Orange County

Durham County



Legend

- Proposed LRT Stations
- Durham-Orange LRT LPA



Attachment 2
(9/27/12 Draft)

INTERLOCAL IMPLEMENTATION AGREEMENT
FOR
ORANGE COUNTY BUS AND RAIL INVESTMENT PLAN

This Interlocal Agreement (“Agreement”) dated _____, 2012 is entered into by and among **Orange County**, a political subdivision of the State of North Carolina (“Orange”), the **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**, the regional transportation planning agency for the Durham-Chapel Hill-Carrboro urban area pursuant to US DOT regulation CFR Part 450 and 49 Part 613 (“DCHC”), and the **Research Triangle Regional Public Transportation Authority**, d/b/a Triangle Transit, a regional public transportation authority under NCGS 160A (“TTA”). Orange, DCHC, and TTA may be referred to individually as “Party” and collectively as “Parties”. This Agreement is made pursuant to Article 20 of Chapter 160A of the North Carolina General Statutes.

The Parties each desire to provide for the future transportation needs of Orange County and the surrounding region, understanding that enhanced mobility options will support a high quality of life, strengthen economic development, **strengthen human services transportation, support air quality goals**, and enhance sustainability; and

In accord with NCGS 105-508 et seq. (“Intermodal Act”), TTA developed a financial plan denoted as the Orange County Bus and Rail Investment Plan (“Plan”) to set forth certain transit investments over the next twenty-three years. This Plan has been reviewed and approved by the Orange County Board of County Commissioners (“BOCC”) subject to the approval by the BOCC of a satisfactory Interlocal Implementation Agreement, approved in a similar fashion by the TTA Board of Trustees, and approved in concept subject to a satisfactory Implementation Agreement by the Durham Chapel Hill Carrboro Metropolitan Planning Organization (“DCHC”). In order to provide for effective implementation of the Plan, the Parties hereby agree to the following provisions and procedures:

1. The Orange County Bus and Rail Investment Plan is incorporated into this Agreement in full and as it may be amended from time to time by reference. Except as otherwise provided in this Agreement the Plan shall govern the allocation of funding, cost parameters and timetables for delivery of projects and transit services, and the respective roles of the Parties and transit agencies in provision of the projects and services called for therein.

2. Pursuant to the Levy of Transit Sales Tax Agreement between Orange and TTA dated May 29, 2012, TTA reaffirms its commitment not to levy the ½ cent transit sales tax until the Orange BOCC adopts a resolution requesting TTA to take such action.

3. Orange, Durham County (“Durham”), and TTA have previously executed an

agreement dated May 15, 2012 which allocates the shares of capital and operating expenses for the LRT rail project set forth in the Plan, and that Cost Sharing agreement is incorporated into this Agreement in full and as it may be amended from time to time by reference.

4. TTA agrees to provide reports to Orange and DCHC on the progress achieved toward implementation of the Plan and any substantial developments in revenues received, project or service cost experienced, or other pertinent factors under the Plan on an annual basis on or before November 1st of each year and as otherwise reasonably requested.

5. TTA shall work with the Chapel Hill Transit (CHT), Orange Public Transit (“OPT”), and any other Orange County bus transit service provider named in the Plan to develop the process for distribution of funds for bus services each year on a quarterly basis or as otherwise agreed. For purposes of this Agreement the term “bus services” shall include both fixed route and demand response services. As is consistent with the revenues received and the other transit priorities under the Plan, TTA will provide estimated quarterly payments to the bus service providers for service provided with a reconciliation based upon actual expenses incurred by each provider on a subsequent quarterly basis or as otherwise agreed to.

6. All bus service providers receiving funding under the Plan will provide an annual financial report on existing bus services, their recommendations for new or continuing service priorities, their actual or expected costs and ridership information as reasonably requested to TTA on an annual basis or as otherwise agreed to. It shall be the responsibility of TTA to provide oversight of the new, enhanced or sustained bus services under the Plan to insure compliance with the Intermodal Act requirements. All other legal requirements under federal and state law shall be the responsibility of the respective bus service provider. TTA shall include a full descriptive report on bus services delivered under the Plan as a part of its annual reports to Orange and DCHC.

7. The Plan provides that all funding for bus services will be appropriated on the basis of the following percentages: 64% of such funds to CHT, 24% of such funds to TTA, and 12% of such funds to OPT. The use of these bus service funds shall be limited to support of new bus services above and beyond the existing transit system services in place in place at time of the adoption of the local option ½ cent sales tax in November, 2012. However, CHT and OPT may use a portion of the bus service funds provided in the Plan to pay for the increased cost of existing bus services during the duration of this Agreement in the manner described below.

The “CHT Share” shall be a percentage derived by dividing the CHT local expenditures for bus services each year by the total of local expenditures for bus services by both CHT and OPT in that year. The “OPT Share” shall be a percentage derived by dividing the OPT local expenditures for bus services each year by the total of local expenditures for bus services by both CHT and OPT in that year. The respective CHT and OPT local expenditures for bus services in any year shall be based initially upon the audited financial statements for the fiscal year ending June 31, 2011. Local bus services expenditures shall include assigned overhead without any consideration of federal or state financial assistance. The determination of the CHT Share

Comment [JR1]: Chapel Hill staff continues to object to this revised section 7. The revised language grants Chapel Hill more funds derived from the \$7 county registration tax to be used for any transit system purpose. However the language limits ½ cent revenues to the support of new transit system services and prohibits using these revenues (except as provided in section 8) to support such services in place at the time of the referendum vote. Chapel Hill staff prefers language that the ½ cent revenues shall not be used to replace transit system expenditures in place prior to the time of the referendum vote thus making the revenues available to support cost increases for current services rather than limiting the revenues solely to the support of new services.

and OPT Share will be made each year thereafter based upon the most recent audited annual local expenditures for bus service by both.

CHT may use a portion of the bus services funds provided in the Plan up to a maximum amount that equals the CHT Share percentage of the prior year total receipts from the Orange County local vehicle registration fee of \$7.00 permitted by Article 52 of NCGS 105. OPT may use a portion of the bus services funds provided in the Plan up to a maximum amount that equals the OPT Share percentage of the prior year total receipts from the Orange County local vehicle registration fee of \$7.00 permitted by Article 52 of NCGS 105.

8. Where the Plan provides funding for new bus services, the Parties agree that for a significant change in circumstances or for other good cause shown, a portion of the bus funding for new services in the Plan up to but not exceeding 50% of those funds may be used by a bus service provider to support its existing bus services. A significant change in circumstances may include a material reduction in federal or state government support for bus service operations, a sharp and unexpected rise in the cost of bus operations, a substantial loss of private funding for existing bus services, or a similar substantially increased economic cost experienced by the bus service provider. Any change in use of bus service funds in the Plan from support of new services to support of existing services may be made on a temporary or permanent basis and must be agreed to by the Parties.

9. Every four years in a manner that coordinates with DCHC's preparation of a new Metropolitan Transportation Plan, and more frequently as reasonably requested by a Party, the full Plan shall be reviewed in detail and assessed for any significant changes to the estimated revenues, to the estimated project or service delivery costs, to project or service priorities therein, to state or federal transit programs or regulations, to success in securing state and federal financial support for the rail and bus projects in the Plan, or any other significant change of circumstance impacting the Plan. This review which shall be conducted as set forth below, and recommended changes to the Plan may be advanced as deemed necessary.

10. The Parties agree to develop appropriate benchmarks and timeline to evaluate progress in gaining federal and state financial support for the LRT project in the Plan during the four years following execution of this Agreement and to incorporate these benchmarks and timeline into the Plan during the first four year review.

11. In preparation for the full Plan review set out in paragraph 7 above, TTA will convene a Staff Working Group ("SWG") made up of a voting member and an alternate member from each of the three Parties. The Orange County Manager shall designate the member and alternate from Orange, the Planning Manager of DCHC shall designate the member and alternate from DCHC, and the TTA General Manager shall designate the member and alternate from TTA. These SWG members and alternates shall work collaboratively in developing and preparing the respective report to the Parties. The SWG may also meet from time to time as they deem useful to discuss developments and status of the various transit projects and

services under the Plan and to give TTA comments and feedback on the draft annual reports referenced in paragraph 4 above.

12. If any meeting of the SWG has local urban, rural or regional bus service in Orange County as a part of its agenda, then representatives from CHT, OPT, other bus transit providers in Orange County, and from the towns of Hillsborough and Mebane shall be invited to participate in the meeting. The SWG members shall work openly and collaboratively with these other parties in considering the status and impacts of possible bus service changes to the Plan. The SWG members and the other parties shall strive to reach consensus recommendations for any changes in bus services provided under the Plan in light of their shared interest in maximizing the effective use of scarce transit funding

13. Eight years after the date of execution of this Agreement, the Parties agree to assess if the New Starts application for the LRT project in the Plan is still in the federal pipeline for New Starts rail projects and making reasonable progress to receive federal funding **and whether the LRT project remains under consideration for state funding. If either funding opportunity is no longer available** the Parties agree to work collaboratively to develop an Alternative Bus and Rail Investment Plan which reflects this fact and sets out revised funding for transit projects and services.

13. Recommendations for change to the Plan may be made by a Party to this Agreement or by any Orange County resident, group or organization. Recommendations for a change or revision shall be submitted to the General Manager of TTA, who shall forward the recommendation to the SWG for its review, consideration and advice. The SWG shall fully consider any recommendation for change in the Plan and report back to the Parties. The report of the SWG shall include its opinion on the recommended change along with the recommendation itself. In the event that the three SWG voting members cannot agree on a shared opinion of any recommended change, then both majority and minority perspectives on the recommended change may be provided to the Parties. Additionally, any citizen or group may submit its opinion on the recommended change to the Parties as well.

15. Any proposed material change to the Plan shall be effective only upon its approval by **each and every Party** to this Agreement, namely the Orange BOCC, the DCHC, and TTA.

16. **Any proposed change** to the Plan shall be deemed non-material unless it involves one of the following:

- (A) An **annual** increase or decrease in total revenues from the Plan revenues (sales tax revenues, vehicle registration fee revenues, and rental vehicle tax revenues) of 5% or more; or
- (B) An **annual** increase or decrease in the project capital cost (including financing) of the LRT project in the Plan of 10% or more prior to entering final design and 5% or more thereafter; or

- (C) An **annual** increase or decrease in the overall project operating costs of the LRT project in the Plan of over 5% or more; or
- (D) An increase or decrease in the overall funds provided for bus service in the Plan of 5% or more; or
- (E) An **annual** increase or decrease in the funds provided to Orange, the Chapel Hill/Carrboro/UNC Partnership, or TTA for bus service of more than 5% of the amount provided in the Plan or more than \$300,000, whichever is greater.

A proposed elimination or addition of any fixed guideway capital project shall be considered a material change to the Plan.

17. Any proposed change to the Plan that is deemed non-material shall be effective only upon its approval by the Orange County Manager, the Planning Manager of DCHC, and the General Manager of TTA. Any change whether material or non-material must be evidenced by a written document signed by both Parties.

18. The term of this Agreement shall be from the date first above recorded to and including June 30, 2035. Upon its expiration the Agreement may be renewed upon mutual agreement of the Parties. The Agreement may be modified as needed upon mutual agreement of the Parties and may be terminated upon mutual agreement of the Parties or by either of the Parties upon a material breach by the other Party. Any modification must be in the form of a written agreement signed by both Parties.

Understood and agreed to and effective as of the date written above, by:

Orange County

DCHC

TTA

BOCC Meeting Follow-up Actions

(Individuals with a * by their name are the lead facilitators for the group of individuals responsible for an item)

Meeting Date	Task	Target Date	Person(s) Responsible	Status
9/18/12	Review and consider request by Commissioner Hemminger that the Board send a letter to UNC Chancellor Holden Thorp requesting that he reconsider his decision to step down as Chancellor	10/1/2012	Chair/Vice Chair/Manager	DONE Letter sent to Chancellor
9/18/12	Forward BOCC comments to Planning Board on Darrell Chandler Conditional Zoning application, including well/water issues, buffers and photographs from other storage facilities in the County, and adjoining storage facilities' properties/zoning	10/1/2012	Michael Harvey	Information to be forwarded to Planning Board
9/18/12	Conform the Southern Branch Library siting criteria based on Board-approved revisions	10/1/2012	Lucinda Munger	DONE
9/18/12	Draft letter for the Chair to be sent the Town of Carrboro transmitting the approved Southern Branch Library criteria, asking the Town to utilize the criteria in site considerations, and requesting that the Town share in the cost for siting the library and provide expedited review for the project development application	10/1/2012	Lucinda Munger Donna Baker	DONE Letter sent to Carrboro
9/18/12	Move forward with MPO Boundary if City of Mebane is in agreement	10/1/2012	Craig Benedict Tom Altieri	City of Mebane initially agreed; to be brought back to City council for action with County Planning staff assistance as needed